

2010 Sonoma County Bicycle and Pedestrian Plan



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The 2010 Bicycle and Pedestrian Plan was prepared by Gary Helfrich of the Sonoma County Permit and Resource Management Department with assistance provided by Steven Schmitz of Sonoma County Department of Transportation and Public Works Transit Division and Ken Tam of Sonoma County Regional Parks Department. Any questions or comments regarding this document should be directed to:

Gary Helfrich
Sonoma County PRMD
2550 Ventura Avenue
Santa Rosa, CA 95403
ph. 707.565.8340
fax 707.565.8343
ghelfric@sonoma-county.org

Steven Schmitz
Sonoma County Bicycle &
Pedestrian Advisory Committee
355 West Robles Avenue
Santa Rosa, CA 95417
ph. 707.585.7516
steven@sctransit.com

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The plan was developed with input from the citizens of Sonoma County over a two year period under direction of the Sonoma County Bicycle and Pedestrian Committee. The Board of Supervisors appointed the following members to serve on the Committee during this time:

Chip Roberson
Sherry Adams
Bernie Album
Joe Morgan
Vincent Hoagland

Ken Cummings
Richard Burg
Bill Harrison
Tim Gonzalez
Nancy Rappolt

Janice Eunice
Bob Hasenick
Andy Bunnell
Lou Salz
Erick Ratliff

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NEED AND PURPOSE

SCOPE OF PLAN

The Sonoma County Bicycle and Pedestrian Plan is intended to establish goals, objective, policies, and project priorities for bicycle and pedestrian transportation network in the unincorporated area outside of the cities of Cloverdale, Cotati, Healdsburg, Petaluma, Rohnert Park, Santa Rosa, Sebastopol, Sonoma, and the Town of Windsor. Each of these cities has developed their own individual bicycle and pedestrian plans to guide implementation of the network inside their respective city boundaries. The Sonoma County Transportation Authority's *Countywide Bicycle & Pedestrian Master Plan* is intended to coordinate development of facilities proposed by the individual plans in order to provide a seamless regional bicycle and pedestrian network.

INTRODUCTION

A comprehensive, safe, and convenient bicycle and pedestrian transportation network is a critical component of an overall strategy to create a sustainable future for Sonoma County, create healthy well designed communities, and meet the greenhouse gas emissions (GHG) reduction standards established under the California Global Warming Solutions Act of 2006 (AB32).

In 2005, transportation accounted for 42% of total greenhouse gas emissions in Sonoma County, with the average passenger vehicle emitting 5.7 tons of carbon per year¹. From 1990 to 2007, the County has seen transportation related GHG emissions increase by 55%². Bicycling and walking are the only transportation modes that have essentially zero carbon emissions, but account for less than 3% of all trips within Sonoma County³. The 2010 Sonoma County Bicycle and Pedestrian Plan (Bikeways Plan) establishes an objective to increase this share to 5% of all trips and 10% of trips less than five miles long in the unincorporated areas of the County, which will reduce the County's carbon footprint by approximately 82,000 tons per year⁴.

In addition to environmental benefits, the Bikeways Plan will improve health and quality of life for the residents of Sonoma County. Walking and bicycling are the most popular forms of recreational activity in the United States, in a large part due to low expense and relative convenience as compared to most other recreational exercise. Sonoma County's mild climate, varied terrain, and natural beauty create exceptional opportunities for recreational walking and cycling.

Under provisions of the California Bicycle Transportation Act, Sonoma County adopted the Sonoma County Bikeways Plan in 1997 and incorporated the 1997 Bikeways Plan goal, objectives and polices into the Sonoma County General Plan. The 2010 Bikeways Plan represents the first major update to the original 1997 plan.

The Bikeways Plan establishes policies programs and design standards for bicycle and pedestrian facilities in order to make bicycling and walking in Sonoma County safe, comfortable, and convenient, with a goal of increasing the use of non-motorized transportation. The Bikeways Plan is intended to comply with funding eligibility requirements of the Metropolitan Transportation Commission (MTC),

¹ U.S. Environmental Protection Agency (EPA) publication EPA420-F-05-004.

² Climate Protection Campaign Sonoma County GHG Inventory 2005, San Francisco Bay Area Vehicle Miles of Travel (VMT) Population and Employment, 1990-2030 (MTC).

³ US Census American Community Survey 2005 Data.

⁴ Based on EPA publication EPA420-F-05-004 methodology. Assumes a weighted fleet efficiency of 20.3 mpg based using 2008 EPA passenger car and light truck data.

Transportation Development Act Article 3, and the California Department of Transportation (Caltrans) Bicycle Transportation Account requirements.

This update of the Bikeways Plan was developed over the course of several years through efforts of the Sonoma County Bicycle and Pedestrian Advisory Committee, the Sonoma County Transportation Authority (SCTA) Bicycle and Pedestrian Advisory Committee, Sonoma County Permit and Resource Management staff, Sonoma County Transportation and Public Works staff, Sonoma County Regional Parks staff, and input from the public through a series of four public workshops held throughout the County.

SAFETY

In a 2006 poll conducted by Sonoma County Transportation Authority, safety was identified as the primary reason people were reluctant to abandon their cars in favor of walking or bicycling. Even for those who already choose to walk or bicycle, safety is an on-going concern. However, it is important to separate perceived dangers from actual safety hazards.

Riding a bicycle on the street is commonly perceived as unsafe because of the exposure to heavier and faster moving automobiles, trucks and buses. This perception is contradicted by accident statistics, which show that motorists and bicyclists have similar rates of accident-related injury and death based on numbers of users and miles traveled. Cyclists are found at fault in the majority of accidents involving fatalities, with riding against traffic or ignoring stop signs and red lights being the most common causes. The majority of non-life threatening injury accidents involve loss of control, or collisions with other bicyclists or pedestrians rather than collisions with automobiles⁵.

It should be noted there is an important demographic difference between bicyclists and automobiles. Licensing restricts driving privileges to people at least 16 years old, while significant numbers of younger children ride bicycles. The accident rate of bicyclists under 16 years old is almost 800% higher than the rate for experienced adult bicyclists⁶.

While safety should never be compromised when selecting and designing bicycle facilities, it is clear that education and training for both bicyclists and drivers is a critical component to make bicycling as safe as possible. As noted above, the need for education and training is especially important for younger children.

Personal safety is often a concern for users of bicycle and pedestrian facilities, especially Class I facilities and sidewalks. Care must be taken to design these facilities to encourage “eyes on the street” by avoiding opaque fencing, and maintaining good sightlines between the bikeway and nearby development. Bikeway users should feel comfortable and welcome using these facilities at all times of the day and night.

ENVIRONMENTAL

Walking and bicycling are the most energy efficient modes of transportation. When all energy inputs are considered, walking or bicycling to work will consume less than 1% of the energy used by the most fuel efficient automobile.⁷ Given that transportation accounts for almost half of carbon emissions generated in Sonoma County, even small mode shifts away from automobiles to walking and bicycling will create significant reductions in the County’s carbon footprint.

⁵ California Highway Patrol State Wide Integrated Traffic Records System. Sonoma County collision data for 2002-2006.

⁶ Forester, J., Bicycle Transportation, MIT Press, 1994

⁷ Center for Energy and Environmental Studies IVEM of the University of Groningen. Automobile efficiency is based on 2010 Toyota Prius (51 city mpg)

The potential benefits of walking and bicycling are greatest when considering trips of two miles or less. Not only are people more likely to walk or bicycle on shorter trips, but automobiles generate a disproportionate amount of pollution when used for very short trips. For example, when driving less than one mile, engine startup accounts for 60% of the total emissions. A 2006 study by Analy High School students revealed that 40 percent of students who live less than one mile from the Sebastopol campus drive alone to school. Although Sonoma countywide data isn't available, nationally, 13 percent of trips are less than one-half-mile, considered to be a comfortable walking distance, and over one-third of trips are within convenient bicycling distance, less than three miles long. As more motor vehicle trips are replaced with bicycling and walking, Sonoma County's air will become cleaner, and the County will contribute less to global climate change, making measurable progress towards meeting its greenhouse gas reduction goal.

Increased walking and bicycling will also reduce the need to increase road capacity and provide parking. This will not only reduce emissions associated with road construction, but also decrease the amount of impervious surface in the County, improving water quality and reducing flooding.

HEALTH

Greater use of bicycling and walking for transportation and recreation has the potential to create a wide range of health benefits not only for bicyclist and pedestrians, but for all citizens of Sonoma County.

In recent years, researchers have documented a high correlation between communities designed primarily with cars in mind and a level of physical activity far below recommended levels. Physical activity is essential for the cardio-vascular health, flexibility and overall fitness and well-being of all Sonoma County residents.

On the other hand, physical inactivity often results in the tendency to be overweight or obese, conditions that have increased dramatically over the past two decades in Sonoma County and throughout the US. Obesity is now widely understood to play a significant role in the most common chronic diseases, including coronary heart disease, stroke and diabetes—each of which is a leading cause of death in Sonoma County. By providing more opportunities to walk and bike for transportation and exercise, bicycle and pedestrian facilities can help to reverse this trend and create a healthier population.

In California, physical inactivity costs almost \$16 billion annually in medical care, lost employee productivity and worker's compensation costs. Walking or bicycling to work can often provide all the exercise needed to gain a prolonged health benefit. Walking and bicycling maintains strength and flexibility needed to sustain the mobility of older adults and assists people of all ages with weight control and overall fitness.

In addition to improved physical health, active people tend to enjoy better mental health, according to the US Surgeon General. Compared with inactive people, the physically active—defined as those who get at least 30 minutes of moderate intensity activity daily (such as a brisk walk or bike ride)—score higher on tests for positive self-concept, more self-esteem, and more positive "moods" and "affects." Physically active people also seem to have better perceived ability to perform activities of daily living, physical well-being and other measures related to quality of life. A few studies even suggest that more-active lifestyles may be linked with higher levels of alertness and mental ability, including the ability to learn.

Walking and bicycling in lieu of driving can also enhance mental health in other ways. These modes allow Sonoma County residents to avoid the stresses of traffic congestion and parking and provide opportunities for chance encounters in the course of an evening stroll or walk to the market, school or public transit, which builds a sense of community for everyone.

ECONOMIC

Fuel, maintenance, insurance, depreciation and parking add up to almost 15 percent of the average household's income⁸. The high cost of car ownership is especially burdensome for Sonoma County residents who are too young, cannot afford or are unable to drive. Having safe walking and bicycling facilities, including convenient access to public transit, ensures that all residents have access to viable modes of transportation.

An overall benefit is created by a healthier population. As mentioned above, physical activity improves overall health and well being, which reduces health care costs and improves overall productivity.

Bicycle races, organized tours, and a unique combination of mild climate, challenging topography, spectacular scenery, and an extensive network of rural roads have given Sonoma County an international reputation as a bicycling vacation destination. Events such as the Tour of California, Wine Country Century and the Gran Fondo attract tens of thousands of visitors each year, generating income for Sonoma County's hospitality industry. Creating walkable and bikeable areas in unincorporated communities further enhances Sonoma County's tourism industry.

FINANCE

A majority of State and Federal funding for construction of bicycle and pedestrian facilities is programmed through MTC and Caltrans. Additional local funding is available as part of Measure M, which is administered by the Sonoma County Transportation Authority.

MTC Resolution No. 875 requires cities and counties to establish a Bicycle and Pedestrian Advisory Committee and prepare a comprehensive bicycle and pedestrian facilities plan in order to be eligible for funding programmed by MTC, including Transportation Development Act Article 3 funds. Caltrans requires the adopted plan to be updated on a four year cycle in order to be eligible for Bicycle Transportation Account funding.

In order to meet these requirements, the Sonoma County Board of Supervisors adopted Resolution 93-0136 on February 2, 1993 established the Sonoma County Bicycle and Pedestrian Advisory Committee (BPAC). The Board appointed Committee is charged with recommending policy and project priorities to the Board in order to develop and maintain the Sonoma County Bicycle and Pedestrian Plan. This Bikeways Plan serves to meet State and Federal requirements for funding eligibility.

⁸ SCTA Countywide Bicycle and Pedestrian Master Plan

PURPOSE

The purposes of the Sonoma County Bicycle and Pedestrian Plan are to:

- Assess the needs of bicyclists and pedestrians throughout Sonoma County and identify improvements and implementation strategies that will encourage more people to walk and bicycle;
- Provide a safe, convenient non-motorized transportation network that will help Sonoma County reduce carbon emissions and protect the environment by providing an alternative to the automobile.
- Provide eligibility for various funding programs, including the State Bicycle Transportation Account;
- Act as a resource and coordinating document for local actions and regional projects; and
- Participate in providing data to the Sonoma County Transportation Authority that will support creation of a regional Geographic Information System database that will be used for regional bicycle and pedestrian planning.

EXISTING CONDITIONS

BICYCLE FACILITY CLASSIFICATION

Bikeways are classified as Class I, II, III or Bicycle Boulevards.

Class I Bikeways are also known as multi-use paths. Class I bikeways provide bicycle travel on an all-weather surface within a right-of-way that is for exclusive use by pedestrians, bicyclists and other non-motorized modes. Class I bikeway surface must be compliant with provisions of the Americans with Disabilities Act (ADA). These bikeways are intended to provide superior safety, connectivity, and recreational opportunities as compared to facilities that share right-of-way with motor vehicles.

Class II Bikeways are often referred to as “bike lanes” and provide a striped and stenciled lane for one-way travel on either side of a street or highway. Unlike Class III bikeways (below), Class II bikeways have specific width and geometric standards.

Class III Bikeways are intended to provide continuity to the County bicycle network. Bike routes are established along through routes not served by Class I or II bikeways or to connect discontinuous segments of Class I or Class II bikeways.

Class III Bikeways are facilities shared with motor vehicles that provide connection to Class I and II bikeways through signage, and design, creating advantages for bicyclists not available on other streets. By law, bicycles are allowed on all roadways in California except on freeways when a suitable alternate route exists. However, Class III bikeways serve to identify roads that are more suitable for bicycles.

If an on-street bikeway is not feasible, Class III facilities can also be shared with pedestrians on a sidewalk, although it is strongly discouraged due to the high potential for bicycle / pedestrian conflicts. There are no recommended minimum widths for Class III facilities, but, when encouraging bicyclists to travel along selected routes, traffic speed and volume, parking, traffic control devices, and surface quality should be acceptable for bicycle travel.

Bicycle Boulevards are streets where the following conditions are created in order to enhance bicycle safety and optimize travel for bicycles rather than automobiles:

- Reduced traffic speed and volume.
- Use of diverters and roundabouts to discourage through and non-local motor vehicle traffic.
- Improving travel for bikes by assigning the right-of-way to the bicycle boulevard at intersections with other roads wherever possible.
- Traffic controls that help bicycles cross major arterial roads.
- Signage and street design that encourages use by bicyclists and informs motorists that the roadway is a priority route for bicyclists.

Bicycle boulevards use a variety of traffic calming elements to achieve a safe environment. For instance, diverters with bicycle cut-outs allow cyclists to continue to the next block, but discourage through traffic by motor vehicles. Typically, these modifications will also calm traffic and improve pedestrian safety as well as encourage bicycling.

Bicycle Boulevards provide connectivity and route flexibility that is important to commuters and experienced cyclists, with the safety and security of Class I Bikeways needed to encourage beginners and inexperienced cyclists. For less experienced cyclists, Bicycle Boulevards can serve to help them develop the confidence and experience to use a bicycle on public roads for everyday transportation as well as recreation.

THE BIKEWAYS NETWORK

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. This law requires cities and counties to include General Plan policies roadway improvements to consider the needs of all users, including bicyclists, pedestrians, transit riders, children, seniors, and persons with disabilities, as well as motorists. The bikeways network proposed by the Bikeways Plan, in conjunction with goals, objectives and policies related to bicycle and pedestrian improvements will facilitate Sonoma County's compliance with the provisions of the Complete Streets Act.

A range of users must be considered in building the bikeways network. Whereas an experienced rider or bicycle commuter might prefer the shortest and fastest on-road route regardless of traffic, a young or inexperienced rider will likely prefer a Class I, separated bicycle facility. Bicycle riders of all ages and abilities, and those who are riding for both recreation and transportation to destinations like work and school, must be considered in system improvement and implementation.

While a number of new facilities have been completed since the 1997 Bikeways Plan, the Sonoma County bicycle network is far from complete. Significant gaps exist between City and County facilities, and the Joe Rodota trail provides the only direct Class I connection between cities. The following table provides a summary of development of the Sonoma County Bicycle Network:

Table 1.1 Development of Sonoma County Bikeways

Class	Existing Bikeways in 1997	Existing Bikeways in 2009	Proposed Bikeways in 1997 Plan	Additional Proposed Bikeways in 2010 Plan	Total Proposed Bikeways Network
I	3 Miles	19 Miles	60 Miles	140 Miles	203 Miles
II	7 Miles	15 Miles	309 Miles	90 Miles	406 Miles
III	< 1 Mile	2 Miles	97 Miles	91 Miles	189 Miles
Total	10 Miles	36 Miles	466 Miles	321 Miles	797 Miles

Appendix A contains a complete list of new facilities proposed by the Bikeways Plan. It should be noted that in addition to these facilities, there are also unpaved recreational trails not included in the bikeways network, but nonetheless serve to facilitate pedestrian and bicycle travel.

Class I Bikeways

It is fortunate that many opportunities exist in Sonoma County to establish Class I Bikeways along existing rights of way such as flood control channels, sewer and water transmission easements, existing and abandoned railroads. Examples include the Santa Rosa Creek Trail along a Sonoma County Water Agency flood control levee, the Joe Rodota Trail along the abandoned Petaluma and Santa Rosa Railway right of way, and the proposed SMART Trail, which follows the Sonoma Marin Area Rail Transit commuter rail line

The major existing Class I facility in the County is the Joe Rodota Trail, connecting Santa Rosa to Sebastopol. A short on-road connection through downtown Sebastopol provides bicyclist and pedestrians with a connection to Forestville and Graton via the West County Trail. At the eastern terminus, the Joe Rodota Trail connects to the proposed SMART Trail near the Highway 101/12 interchange and the Prince Memorial Greenway via a bridge over Santa Rosa Creek.

At this time, the existing Class I network does not provide north / south connectivity along the Highway 101 corridor. Completion of the 70 mile SMART Trail between Cloverdale and Petaluma will provide this badly needed bicycle and pedestrian connectivity between the major job and population centers of Sonoma County.

The Bikeways Plan identifies a new alignment for the San Francisco Bay Trail, which is a 500 mile regional trail network connecting the nine Bay Area counties. This new alignment replaces the 1997 Bikeways Plan Class II and Class III segment running near the City of Sonoma with a Class I and multi-use trail network close to San Pablo Bay. This new alignment is consistent with the Bay Trail alignment identified by the 2005 Bay Trail Corridor Plan.

In addition to the facilities utilizing public rights-of-way, others have been, or will be, constructed as part of public or private developments. For example, Cloverdale has several trails in residential areas that were developed as part of subdivision master planning.

Class II and III Bikeways

The County's roadway system presents many barriers and safety concerns for bicyclists. Many roads are narrow and/or have insufficient shoulder widths; and freeways, high-speed and multiple-lane arterials present challenges for the on-the-road bicyclist.

Incrementally jurisdictions are addressing the inadequacy of almost all of the older roadways, and setting priorities for their improvement. Many roadways still provide insufficient width to safely accommodate bicyclists. There are many examples in rural areas where shoulder widths are sub-standard and along some roadways virtually non-existent.

Under the California Complete Streets Act of 2008, Cities and the County are now in a position of needing to retrofit roadways for the use of bicyclists and pedestrians. Roads may need to be widened to include room for bicyclists or the number of travel lanes reduced to create environments friendlier to bicyclists.

Gaps in connectivity are also common, generally occurring where physical constraints are present, such as bridges, where topography constrains road geometry and width, or where insufficient right of way exists. Gap closures, particularly those along routes with high demand or that provide regional connectivity should be given the highest priority.

Bicycle Parking and End of Trip Facilities

Bicycle parking, storage, and end of trip facilities such as shower and changing facilities must not be overlooked when planning and implementing a bikeway system. Bicycle parking includes bicycle racks, bicycle lockers, bicycle-specific covered parking, and indoor parking. Effective parking requires properly designed racks, lockers, and shelters, which are sited appropriately for ease of use and convenience. End of trip amenities at workplaces should provide bicyclists with facilities that allow them to change clothes, shower, and securely store their bicycling gear. Inadequate end-of-trip facilities and concerns over bicycle theft are major deterrents to bicycle commuting, and the lack of safe and convenient parking creates a significant barrier to entry for prospective bicycle commuters throughout the County.

Many destinations throughout Sonoma County provide bicycle parking in the form of bicycle racks. In general, bicycle parking is provided at government facilities, transit hubs, bus stops, park and ride lots, public parking garages, schools and colleges, local and regional parks, and in most new commercial development and office parks. However, long-term bicycle parking in the form of bicycle lockers is provided at only a handful of locations throughout the County.

PEDESTRIAN FACILITIES

Many of the unincorporated communities within the County are developed at relatively high residential densities creating a potential for pedestrian access to a variety of destinations. However, automobile-oriented road design, poor pedestrian connectivity, and lack of adequate sidewalks create a relatively unfriendly environment for pedestrians in these areas. Pedestrian gaps are frequently found in locations between the older development and areas that were developed during the 1950s to 1980s when road design was focused on the automobile.

Additionally, past practice often did not require commercial development near residential areas to provide pedestrian facilities. Examples of this pattern can be found along what were once principal interregional routes, such as Old Redwood Highway, Santa Rosa Avenue, Sebastopol Road, and Cloverdale Boulevard. This pattern has also been prevalent in the County's unincorporated communities.

Major barriers to safe pedestrian travel are the Highway 101 and 12 freeways, and high speed arterial roads designed to prioritize automobile speed and capacity. Crossing on-ramps and off-ramps, traveling under or over freeways, and traversing principal arterials are challenges many pedestrians find difficult. The current re-construction of Highway 101 may create an opportunity to upgrade pedestrian facilities.

Often existing pedestrian facilities are not designed with personal safety in mind. Where good sight lines are obscured by fencing or buildings, fewer eyes on the street create reduced security for pedestrians. In urbanized communities, buildings should be located close to and facing the street. Building design should give residents a sense of control over spaces immediately around their homes, which encourages people to maintain their own portion of the sidewalk and street.

The pedestrian network is not limited to sidewalks, and includes pathways, recreational trails, Class I multi-use trails, and roadway shoulders in areas with very low traffic volumes. Discontinuity in any of these can create a facility gap that makes travel difficult, unsafe or impossible, and discourages people from walking. Pedestrian connections to public transit are critical in order to develop an integrated transportation system that is likely to be used by large numbers of people on a regular basis.

GOALS, OBJECTIVES, AND POLICIES

GOAL	Establish a viable transportation alternative to the automobile for residents of Sonoma County through a safe and convenient bicycle and pedestrian transportation network, well integrated with transit, that will reduce greenhouse gas emissions, increase outdoor recreational opportunities, and improve public health.
Objective 1:	Design, construct and maintain a comprehensive Bikeways Network that links the County's cities, unincorporated communities, and other major activity centers including, but not limited to, schools, public facilities, commercial centers, recreational areas and employment centers.
Objective 2:	Reduce Sonoma County's greenhouse gas emissions by achieving a non-motorized trips mode share of 5% for all trips and 10% for trips under five miles long by 2020.
Objective 3:	Encourage pedestrian, bicycle, and transit oriented development.
Objective 4:	Increase use of non-motorized modes for commute trips by providing safe, convenient routes and adequate end of trip facilities at workplaces, with an emphasis on facilities that have potential to close gaps in the network and/or reduce shorter trips.
Objective 5:	Provide incentives for business and government to increase the use of walking and bicycling by employees for both commuting and daily operations.
Objective 6:	Reduce bicycle and pedestrian accidents per mile traveled by at least 2% per year.
Objective 7:	Provide a diverse range of recreational opportunities through a well designed network of bikeways, multi-use trails, sidewalks, and related support facilities.
Objective 8:	Increase the safety, convenience, and comfort of all pedestrians and bicyclists, by eliminating the potential obstacles to this mode choice that is associated with the lack of continuous and well-connected pedestrian walkways and bicycle facilities, and the lack of safe crossing facilities, especially focusing on short trips that could result in a decrease in automobile travel.
Objective 9:	Develop alternative mode trip and accident databases, to improve safety, allow regional coordination of improvements, and travel model development to improve the level of quantitative evaluation.

The following policies shall be used to achieve these objectives:

1. GENERAL

Policy 1.01: Use the adopted Sonoma County Bicycle and Pedestrian Plan (Bikeways Plan) as the detailed planning document for existing and proposed bikeways and pedestrian facilities.

Policy 1.02: Use the policies of the Bikeways Plan whenever reviewing development projects to insure that projects are consistent with the Bikeways Plan and incorporate necessary bicycle and pedestrian improvements identified in the Bikeways Plan.

Policy 1.03: The Sonoma County Bicycle and Pedestrian Advisory Committee (BPAC) shall be responsible for advising the Board of Supervisors, Planning Commission, Board of Zoning Adjustments, Project Review Advisory Committee, and County staff on the ongoing planning and coordination of the County's bicycle and pedestrian transportation network.

Policy 1.04: The Regional Parks Department shall be responsible for establishing and maintaining Class I bikeways, and the Department of Transportation and Public Works (TPW) shall be responsible for establishing and maintaining Class II and III bikeways and pedestrian facilities along public rights-of-way in unincorporated areas.

Policy 1.05: Regional Parks and TPW shall be responsible for periodically collecting bicycle and pedestrian counts at locations shown in Appendix C per current Metropolitan Transportation Commission standards. The BPAC, in consultation with Regional Parks and TPW, shall review this data annually to determine effectiveness in applying such data for County improvement projects and update the count locations as needed.

Policy 1.06: The Board of Supervisors shall designate the County department(s) responsible for providing a bicycle and pedestrian coordinator to oversee implementation of the Sonoma County Bicycle and Pedestrian Plan, provide staff support to the BPAC, and coordinate activities between County agencies, the Cities, and other jurisdictions.

Policy 1.07: Revise County Traffic Guidelines to require that traffic studies identify impacts to existing and planned bicycle and pedestrian facilities. Include development of adequate bicycle and pedestrian facilities as mitigation measures for congestion and greenhouse gas emission impacts.

Policy 1.08: Develop a Level of Service standard for identifying performance of the bicycle and pedestrian transportation network that takes into consideration travel distance, potential bicycle and pedestrian transportation needs, potential for improved mode split with improved facilities, and existing network deficiencies.

Policy 1.09: Use the Level of Service standard developed by Policy 1.08 to evaluate impacts to bicycle and pedestrian facilities that may result from discretionary projects, and identify corrections and/or improvements necessary to mitigate those impacts.

2. BIKEWAY SELECTION, DESIGN, OPERATION, AND MAINTENANCE.

Selection and Design of Bikeways

Policy 2.01:

Use the following criteria to determine the appropriate type, location and priority of bicycle facilities when selecting new routes in the future:

- (1) Skill level of anticipated users – Consideration should be given to the skills and preferences of the types of bicyclists that are likely to use the bikeway. Facilities near schools, parks, and residential neighborhoods are likely to attract a greater percentage of children and beginning cyclists, and should have a very high emphasis on safety. While inexperienced bicyclists prefer more lightly-traveled streets, more experienced cyclists tend to prefer the most direct route possible.
- (2) Accessibility – Routes and bikeway design must be ADA compliant. Consideration should be given to the scope of upgrades and improvements that may be necessary to meet ADA standards when selecting routes. Attention should be paid to routes that serve schools, parks, major medical centers, and government facilities.
- (3) Motor Vehicle Parking – Turnover and density of on-street parking in retail and commercial areas may affect bicycle safety due to the high potential for conflicts with motor vehicles. Consider alternative routes or reconfiguration of on-street parking in these areas.
- (4) Directness – Bikeways should be located along the most direct line of travel that is convenient for users, and provide logical connections between residential areas, retail, commercial, industrial, and employment centers, recreational facilities, and public facilities. Routes should be chosen that minimize the number of stops, intersections, and mid-block crossings.
- (5) Pavement surface quality – Bikeways should be free of surface defects that compromise bicycle safety. Utility covers and drains should be at grade and, if possible, outside the bikeway. Drainage grates should be aligned perpendicular to the direction of travel in order to avoid catching bicycle wheels.
- (6) Transit – Where bus stops are located along bikeways, care should be taken to avoid conflicts between passengers, buses, and bicycles. Railroad crossings should be improved as necessary to provide safe bicycle crossings.
- (7) Traffic volumes and speed – Experienced bicycle commuters generally prefer arterial streets because they are often the most direct route, assuming that traffic speed and volume are appropriate. If adequate right-of-way exists, it may be more desirable to improve arterial streets with bike facilities than adjacent lower volume streets.
- (8) Bridges – Many bridges are narrower than the adjacent roadway, and lack adequate shoulders. Widening a bridge is likely to be expensive and alternative routes should be considered if equal connectivity and convenience for bicyclists and pedestrians can be provided by the alternative route. On existing and proposed routes with narrow bridges or bridges that are otherwise unsafe for bicyclist and pedestrians, safety-related bridge improvements shall be assigned a high priority regardless of the priority assigned to the remainder of the bike route.
- (9) Costs and Funding – Bikeway selection normally will involve a cost analysis of alternatives. While funding availability may limit alternatives, it is very important to avoid choosing poor routes or an inadequate design solely on the basis of available funds. The decision to improve bikeways or create new facilities should be made with a conscious, long term vision. When

funding is limited, emphasis should be given to low cost improvements such as bicycle parking, removal of barriers, and gap closures. Identification of a reliable source of funds to support maintenance and operation must be considered before developing new Class I Bikeways. Bikeway design and route selection should always seek to maximize public benefit and safety per dollar invested.

Policy 2.02: Use the most recent version of Chapter 1000 of the Caltrans Highway Design Manual, AASHTO's "Guide for the Development of Bicycle Facilities", and the "California Manual on Uniform Traffic Control Devices" (MUTCD) as general design guidelines for design, construction and maintenance of Sonoma County bikeways.

Policy 2.03: In addition to the general standards found in Policy 2.02 above, use the Bikeways Plan policies as specific standards for the selection, design, construction and maintenance of Sonoma County bikeways.

Policy 2.04: Use the Bikeways Improvement Project List to establish the priority, class, and location of Sonoma County bikeways projects. The BPAC shall periodically review the Bikeways Improvement Project List and recommend updates to the Board of Supervisors. The Bikeways Improvement Project List shall be updated at least once every five years.

Policy 2.05: Where several bikeways of different classes follow a similar route or provide similar connectivity, the BPAC shall be consulted when construction of one facility appears to reduce the need or function of other facilities.

Policy 2.06: Use the following criteria to determine consistency of public and private projects with the Bikeways Plan:

- (1) Development of lands traversed or adjoined by an existing or future Class I bikeway shall not preclude establishment of the bikeway, nor conflict with use and operation of the bikeway or adversely affect long term maintenance and safety of the facility.
- (2) Construction, widening, or maintenance of roads with designated bikeways meets the design and maintenance standards for the appropriate class of bikeway as specified by the Bikeways Plan.

Standards for Class I Bikeways

Policy 2.07:

- (1) Pavement surface shall be concrete, asphalt concrete, or other ADA compliant all weather surface. The BPAC may consider exceptions where an alternative route provides similar connectivity and accessibility.
- (2) The recommended width is 10 feet with an 8-foot minimum for Class I bikeways with two-way traffic. A 5-foot minimum width may be used for one-way Class I bikeways. Wherever possible, widths less than 10 feet should be limited to neighborhood connector paths less than one mile in length, or if total usage, including pedestrians, is anticipated to be fewer than 300 users during the peak hour.
- (3) 12 feet is the preferred minimum width for Class I bikeways if more than 300 users per peak hour are anticipated, and/or if there is heavy mixed bicycle and pedestrian use. Use a yellow centerline stripe to separate travel in opposite directions. Consider providing a separate third

lane, or additional shoulder for pedestrians where heavy mixed use creates conflicts between users.

- (4) Wherever possible, provide a minimum 3-foot wide graded area adjacent to the bikeway to accommodate equestrians, runners and other users that prefer unpaved surfaces. Where it is not possible to provide a 3-foot graded shoulder on both sides of the bikeway, consider providing a single graded area on one side of the paved surface.
- (5) Provide a minimum horizontal clearance of 2 feet and a minimum vertical clearance of 8 feet, as measured from the edge of the bikeway, from trees, poles, walls, guardrails, and other obstructions.
- (6) When trimming vegetation adjacent to a Class I bikeway, provide a minimum horizontal clearance of 4 feet and a minimum vertical clearance of 8 feet as measured from the edge of the bikeway.
- (7) Use standard traffic controls and signage at all street, roadway, or railway intersections.
- (8) Improve safety by avoiding intersections with roads whenever possible.
- (9) Evaluate the need for signalization or grade separation at intersections between Class I bikeways and roadways where traffic volume is anticipated to exceed 20,000 average daily trips.
- (10) Bollards, gates, and fences located within the traveled way on Class I bikeways must comply with ADA accessibility standards and shall be clearly marked with reflectors and diamond stencils per AASHTO. Consider using break-away material to avoid injuring bikeway users.
- (11) Design Class I bikeways to accommodate emergency medical and maintenance vehicles whenever possible.
- (12) Provide advance noticing and clearly marked warning and detour signs when a Class I bikeway is closed for maintenance, improvements, or repairs.
- (13) Direct pedestrians to the right side of Class I bikeways with signage.
- (14) Evaluate the need for trailhead parking, trash receptacles and collection, and other facilities such as restrooms and drinking fountains, and provide adequate facilities at appropriate locations. Trailhead parking should be considered at intervals of between 1 and 5 miles along Class I bikeways, at intersections with arterial roads, or at connections with recreational facilities, job centers, and/or major retail areas.
- (15) Unpaved multiuse trails developed without Federal funding are not subject to Caltrans design standards and may be used as a portion of a Class I Bikeway.
- (16) Where construction of a Class I bikeway along a scenic corridor or within a scenic landscape unit involves tree removal, require an analysis of visual resources to identify impacts. If impacts are identified, either modify the bikeway to avoid tree removal, or require replacement of removed trees with trees of comparable aesthetic and arboreal value.

Standards for Class II Bikeways

Policy 2.08:

- (1) Minimum width is 5 feet as measured from the edge of the maintained paved surface to the motor vehicle traveled way; or 3 feet measured from the gutter pan seam to the motor vehicle traveled way, provided an overall lane width of 5 feet is provided. Gutter pan seams shall be blended to road surface without gaps or vertical misalignment that would create a safety hazard for bicyclists.
- (2) Where a Class II bikeway shares an existing or proposed shoulder, no more than 8 feet of the overall shoulder width may be funded with bicycle-specific funding sources, unless the improvement project has been reviewed and recommended by the BPAC.
- (3) Locate drainage grates outside of the bikeway whenever possible. Where drainage grates are within the bikeway, align drainage grates perpendicular to the direction of travel and use as narrow as possible gratings, consistent with maintaining adequate drainage (Figures 2.2 and 2.3).



Figure 2.2 Inlet Located Outside of Bikeway

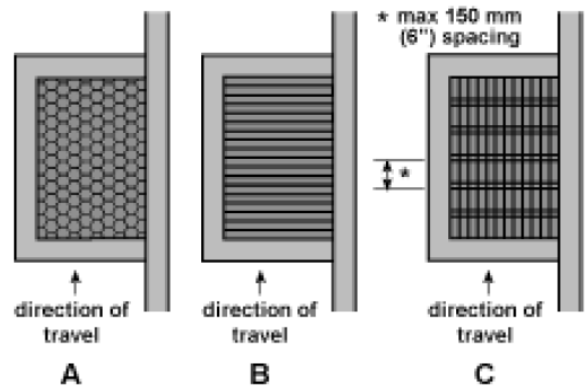


Figure 2.3 Grate Alignments along Bikeways

- (4) Parking must be adjacent to and not block any portion of a Class II bikeway. Parallel or reverse diagonal parking is preferred, and configurations that require exiting drivers to back into traffic, such as conventional diagonal parking, should be discouraged when adjacent to Class II bikeways. Areas with parallel parking shall provide a minimum of 9.5 feet between the curb or edge of pavement and the right hand edge of the bikeway in order to avoid hazards created by opening of vehicle doors.
- (5) Consider tandem parking for residential development along Class II bikeways where existing road width is inadequate to accommodate on-street parking adjacent to the bikeway.
- (6) Identify Class II bikeways with symbol, signage, and word pavement marking per Chapter 1000 of the Caltrans Highway Design Manual and MUTCD specifications.
- (7) Delineate Class II bikeways from motor vehicle travel lanes with a 6 inch line per MUTCD.
- (8) Maintain geometry, pavement surface condition, debris removal, markings, and signage on Class II bikeways to the same standards and condition as adjacent motor vehicle lanes.
- (9) When trimming vegetation adjacent to roadways with Class II bikeways, provide a minimum horizontal clearance of 4 feet and a minimum vertical clearance of 8 feet as measured from the edge pavement.

- (10) Provide a minimum horizontal clearance of 2 feet from the edge of pavement and a minimum vertical clearance of 8 feet for all signs, including temporary signage, along Class II bikeways.
- (11) Require that refuse collection containers are placed at least 2 feet outside the edge of pavement along Class II bikeways. A notice of this requirement shall be included as part of customer billing for refuse collection.
- (12) Where a right turn only lane is present along a Class II bikeway, provide a bike lane pocket at least 4 feet wide between right turn lanes and through lanes at intersections. Where providing a bike lane pocket is infeasible due to limited right-of-way, terrain, or intersection configuration, and right turn volume is less than 150 vehicles during peak hour, provide alternative bikeway markings such as dotted line or blue lanes.
- (13) When new signalization is installed at roadway intersections with existing or proposed Class II bikeways, provide reliable bicycle sensing detectors, and identify bicycle detectors with MUTCD-compliant stencils and signage.
- (14) At all signalized intersections with existing or proposed Class II bikeways, adjust traffic signal timing to accommodate bicycle speeds.
- (15) Where a Class II bikeway is designated along roads in hilly or steep terrain and inadequate right-of-way exists to provide a Class II bikeway on both sides of a road, provide a Class II bikeway in the uphill direction and Class III in the downhill direction.
- (16) Where construction of a Class II bikeway along a scenic corridor involves tree removal, require an analysis of visual resources to identify impacts. If impacts are identified, either modify the bikeway to avoid tree removal, or require replacement of removed trees with trees of comparable aesthetic and arboreal value.

Standards for Class III Bikeways

Policy 2.09:

- (1) Class III routes should be selected on the basis of acceptable traffic speed and volume, parking, traffic control devices, surface quality, and connectivity for bicycle travel.
- (2) Maintain geometry, pavement surface condition, debris removal, markings, and signage on Class III bikeways to the same standards and condition as the adjacent motor vehicle lanes.
- (3) Parking on Class III facilities should be avoided.
- (4) Where appropriate, the MUTCD W16-1 ("Share the Road") plaque may be used in conjunction with the W11-1 bicycle warning sign.
- (5) Where possible, shoulders should be at least 4 feet wide, provided these improvements do not result in significant grading, removal of trees, or adverse effects on existing structures, driveways or drainage.
- (6) When trimming vegetation adjacent to roadways with Class III bikeways, provide a minimum horizontal clearance of 4 feet and a minimum vertical clearance of 8 feet as measured from the edge pavement.
- (7) Locate drainage grates outside of the bikeway whenever possible. Align drainage grates perpendicular to the direction of travel and use as narrow as possible gratings, consistent with maintaining adequate drainage (Figure 2.2 and 2.3).
- (8) Where a Class III bikeway is designated along a Scenic Corridor, avoid tree removal and/or grading wherever possible if these activities appear likely to affect the scenic resource.

Bicycle Boulevards

Policy 2.10:

Consider development of Bicycle Boulevards in urbanized areas and unincorporated communities on routes that offer alternatives to bikeways on high speed collector and arterial roadways. Bicycle boulevards are streets optimized for travel by bicycles rather than automobiles through reduction of traffic speed and volume using traffic calming measures such as diverters and roundabouts. Traffic controls should be optimized to assign right of way to bicycles. Signage and street design should encourage use by bicyclists and informs motorists that the roadway is a priority route for bicyclists.

Freeway Interchanges

Policy 2.11:

Freeways are controlled access roads where bicycle and pedestrian use is generally prohibited. Very few roads cross Highway 101 without an interchange, creating a significant barrier to east/west connectivity for non-motorized travel. Existing ramps are designed for high speed merging, exposing pedestrians and bicyclists to unnecessary risk of serious injury or death. Use the following recommendations for design, striping and signage at freeway interchanges:

- (1) Design ramp intersections with local roads with 90-degree intersections rather than free flowing ramps with high speed connections.
- (2) Restrict local road speed to 35 mph or less through the interchange.
- (3) Decrease the radii of ramp intersections such that right hand turn speeds are reduced to 25 mph or less.
- (4) Control off-ramp traffic with stop sign or traffic signal, or roundabouts as appropriate for each intersection.

Policy 2.12: Design, construct, and improve bikeways consistent with the Project Priority List found in Appendix A.

Policy 2.13: Work with the nine Cities and Sonoma County Transportation Authority (SCTA) to identify a Primary Bicycle Network with routes selected on the basis of providing safe, continuous routes between urbanized areas, job centers, and major retail areas.

BPAC Review of Projects

Policy 2.14:

Refer the following projects to the BPAC to review consistency with the Bikeways Plan and to evaluate potential for creating hazards or barriers to walking or bicycling:

- (1) Road widening projects
- (2) Road capacity improvement projects.
- (3) Resurfacing, restoration, and/or rehabilitation of roads with existing or proposed Class II or Class III bikeways.
- (4) Resurfacing, restoration, and/or rehabilitation of roads that include the installation of rumble strips, AC berms or similar barriers, and/or roadway dots in the shoulder area.
- (5) Traffic calming improvements.
- (6) Discretionary projects adjacent to existing or proposed Class I bikeways and/or roads with existing or proposed Class II or Class III bikeways.
- (7) Discretionary projects anticipated to be conditioned with roadway improvements along existing or proposed Class I, II or III bikeways.

Policy 2.15: Require that bikeway improvements be included as part of all road maintenance or improvement projects along road segments with existing or proposed bikeways to the maximum extent feasible.

Policy 2.16: Upgrade or adjust existing traffic signal detectors on County roadways to reliably detect bicycles. On streets without dedicated right turn lanes where upgrading the existing traffic signal loop detector is not feasible, install additional buttons to trigger the signal located such that bicyclists do not have to leave the bikeway to use the button.

Policy 2.17: Where nexus exists, require private or public development to plan, design, and construct bicycle and pedestrian facilities to integrate with the existing and planned bicycle and pedestrian network.

Policy 2.18: Where discretionary projects in Urban Service Areas and unincorporated communities are found to create additional demand for bicycle travel, require the project to directly provide or participate in the funding of bikeway improvements such as gap closures, shoulder widening, safety improvements and signage that will improve bicycle access to destinations located within 3 miles of the project site.

Policy 2.19: Require mitigation either through in-lieu fees, or development of alternative facilities that have been recommended by the BPAC, when development projects or road improvements are anticipated to result in a loss of existing bicycle and pedestrian facilities or jeopardize development of future facilities identified in the Bikeways Plan.

Policy 2.20: Develop a maintenance reporting system for bikeways with a central point of contact that can be used to report, track, and respond to routine bicycle and pedestrian maintenance issues in a timely manner.

Policy 2.21: Require road construction projects to minimize their impacts on bicyclists and pedestrians through the proper placement of construction signs and equipment and by providing adequate, safe, well marked detours. Where it is safe to do so, allow bicyclists and pedestrians to pass through construction areas in order to avoid detours. Where two-way bicycle and pedestrian travel can be safely accommodated in a one-way traffic control zone, adequate signage shall be placed to alert motorists of bicycles and pedestrians in the lane.

Policy 2.22: Encourage cooperation between Regional Parks, TPW, SCTA, Sonoma-Marín Area Rail Transit District (SMART), North Coast Railroad Authority (NCRA), Sonoma County Water Agency, Caltrans, and the Cities, to close gaps in the bikeway network and ensure the system is constructed, and maintained.

Policy 2.23: Require dedication or purchase of right of way for Class I bikeways as part of open space requirements for development, when a nexus can be established between the proposed development and the need for bikeways in the affected area.

Policy 2.24: Review the status of abandoned railroad rights-of-way, natural waterways, flood control rights-of-way and public lands on an annual basis or as often as needed for opportunities to develop new Class I bikeways.

Policy 2.25: Develop a Class I “Rails with Trails” bikeway along the SMART and NCRA rights-of-way. Give highest priority to segments that provide connections between cities along the Highway 101 corridor from Windsor to Petaluma.

Policy 2.26: Encourage the use of flexible parking, circulation and road design standards for higher density residential and mixed-use projects that make walking and bicycling the preferred mode of transportation within the project and surrounding area.

Bicycle Parking and End of Trip Facilities

Policy: 2.27: Provide adequate bicycle parking as part of all new school, public transit stops, public facilities, and commercial, industrial, and retail development. Retrofit of existing uses and facilities is recommended whenever feasible. Use the following standards for bicycle parking:

Use	Bike Parking Location	Bicycle Capacity
Park	Adjacent to restrooms, picnic areas, fields, and other attractions.	1 bicycle rack space per 10 automobile parking spaces, with a minimum of 8 bicycle rack spaces per location.
School	Near school building main entrances with good visibility. A secure, fenced area is recommended.	1 bicycle rack space per 5 students, with a minimum of 8 bicycle rack spaces per location.
Public Facilities (County Center, libraries, community centers)	Near main building entrances with good visibility. When applicable, use entrances closest to transit stops.	1 bicycle locker per 20 employees, with a minimum of two lockers. 1 bicycle rack space per 20 public automobile parking spaces, with a minimum of 8 bicycle rack spaces per location.

Use	Bike Parking Location	Bicycle Capacity
Commercial and industrial over 10,000 gross square feet	Near main entrance with good visibility.	1 bicycle rack space per 15 employees with a minimum of 8 bicycle rack spaces per location. Bicycle lockers may be substituted for bicycle rack spaces.
Retail over 10,000 gross square feet	Near main entrance with good visibility.	8 bicycle rack spaces per 10,000 gross square feet. Bicycle lockers may be substituted for bicycle rack spaces.
Commercial Districts in Urban Service Areas	Near main entrance with good visibility. Must not obstruct pedestrian or automobile movement.	2 bicycle rack spaces per 200 feet of retail/commercial frontage.
Transit Stops	Near shelter, bus stop or rail station area.	1 bicycle rack space per 10 parking spaces with a minimum of 8 bicycle rack spaces per location. Bicycle lockers are preferred at all locations and recommended for transit hubs.

A “bicycle locker” is an individually locked weatherproof enclosure or supervised area within the occupied portion of a building providing protection from theft, vandalism and weather. A “bike rack” is a securely mounted stand or other device constructed so as to enable the user to secure the bicycle by locking the frame and at least one wheel. Racks must be easily usable with both U-locks and cable locks. Racks must hold bicycles in a stable upright position and support bicycles so they resist falling over when bumped. Racks supporting a bike by wheel only, such as standard 'wire racks', are not acceptable. Racks must hold bikes with at least two points of contact.

Policy 2.28: Provide shower and locker facilities for employees, and bicycle parking consistent with Policy 2.27 at existing and future public facilities. The bicycle support facilities should be designed to accommodate walking or bicycling by at least 5 percent of the full time workforce.

3. INTEGRATION WITH TRANSIT

Policy 3.01: Encourage local and regional transit agencies to provide and maintain convenient and secure bike parking facilities, all-weather shelters, and other amenities at major transit stops and transportation centers.

Policy 3.02: Encourage local and regional transit agencies to accommodate bicycles on buses, trains and ferries.

Policy 3.03: Require periodic consultation between the BPAC and transit agencies to review bicycle parking at transit facilities and accommodations to carry bicycle on-board buses, trains and ferries to assure that anticipated demand for parking and on-board accommodations can be met.

Policy 3.04: Encourage local and regional transit agencies to consult with the BPAC when major service changes are proposed.

Policy 3.05: Work with transit providers to implement a Safe Routes to Transit program for bicycle and pedestrian access to transit stops and stations.

Policy 3.06: Give highest priority to safety related improvements of pedestrian facilities in the vicinity of schools, public transit facilities, and crossings in Urban Service Areas and unincorporated communities.

4. PEDESTRIAN FACILITIES

Walking is the most popular form of recreational activity in the United States. In 2007, walking represented 25% of all trips less than one mile long in Sonoma County⁹. Walking should be encouraged as a daily form of transportation by establishing pedestrian networks that provide safe, convenient access to transit, jobs, shopping and recreation, especially in the urbanized areas of the County.

Walking is encouraged everywhere in Sonoma County, however, people are most likely to chose walking in areas with high residential density, and relatively short distances to schools, parks, shopping, and jobs. In the unincorporated areas of Sonoma County, these conditions are found within Urban Service Areas, which are communities identified by the General Plan with sufficient public services and existing patterns of development that support urban levels of development intensity.

In general, improved pedestrian facilities will have the greatest benefit within Urban Service Areas and unincorporated communities with relatively dense mixed used development, such as Kenwood. The following policies apply to Urban Service Areas, but should be considered in other areas of the County where conditions support enhanced pedestrian facilities.

Policy 4.01: Require new development in Urban Service Areas and unincorporated communities to provide safe, continuous and convenient pedestrian access to jobs, shopping and other local services and destinations. Maintain consistency with City standards for pedestrian facilities in Urban Service Areas that are within a city's Sphere of Influence or Urban Growth Boundary.

Policy 4.02: Require pedestrian-oriented street design in Urban Service Areas and unincorporated communities.

⁹ MTC Travel Forecast 2007

Policy 4.03: Encourage development of amenities that enhance the walking experience, such as landscaping, public art, seating and drinking fountains, in Urban Service Areas and unincorporated communities.

Policy 4.04: Require centrally located shared parking in Urban Service Areas and unincorporated communities whenever feasible for commercial uses rather than requiring individual businesses to provide separate parking areas.

Policy 4.05: Where discretionary projects in Urban Service Areas and unincorporated communities are found to create additional demand for pedestrian travel, require the project to directly provide or participate in the funding of pedestrian improvements such as sidewalks, gap closures, steps, safety improvements, and/or trails that will improve pedestrian access to destinations located within ½ mile of the project site.

Policy 4.06: Require discretionary projects within the Urban Growth Boundary or Sphere of Influence of a city to provide sidewalks consistent with city design standards.

Policy 4.07: Use pedestrian-level lighting rather than conventional full height lighting standards within the Urban Service Areas and unincorporated communities wherever appropriate.

Policy 4.08: Provide high-visibility crosswalk marking at all intersections in Urban Service Areas, unincorporated communities, and wherever feasible countywide. Wherever possible, avoid mid-block pedestrian crossings, and where mid-block crossings are necessary, install signalization, refuge islands and signage warning vehicles to stop for pedestrians and watch for cyclists.

Policy 4.09: Require development projects in Urban Service Areas and unincorporated communities that conflict or interfere with development of future planned pedestrian facilities to provide development of equivalent facilities within the same area.

Policy 4.10: Design sidewalks and pedestrian paths to provide defensible space and adequate sight lines between adjoining development to insure safety and security. Sidewalks should feel comfortable and welcoming at all times of the day and night.

5. SAFE ROUTES TO SCHOOLS

No more than three decades ago, 60% of children living within a 2-mile radius of a school walked or bicycled to school. Today, that number has dropped to less than 15%. It is estimated that as much as 20 to 30% of traffic near schools in the weekday mornings is attributable to students being driven to school¹⁰. Roughly 25% of children commute by school bus, and well over half are driven to/from school in vehicles. Thirty years ago, 5% of children between the ages of 6 and 11 were considered to be overweight or obese. Today, that number has climbed to 20%. These statistics point to a rise in preventable childhood diseases, worsening air quality and congestion around schools, and missed opportunities for children to grow into self reliant, independent adults.

In addition to health benefits, Safe Routes to Schools programs have potential to significantly reduce GHG emissions. According to a 2005 Marin County study, achieving a statewide 20% increase in the number of students that walk or bicycle to school would reduce California's carbon emissions by

¹⁰ Lamorinda School Commute Study (Fehr & Peers Associates 1995).

500,000 tons annually¹¹. Locally, if Sonoma County increases the percentage of students walking or bicycling to school to 1980 levels, carbon emissions would be reduced by 6,400 tons per year.

There are two separate State and Federal Safe Routes to Schools programs. Both programs have the same basic goal of increasing the number of children walking and bicycling to school by making it safer for them to do so, but they differ in several respects. See Appendix B for a side by side comparison of the State and Federal programs.

Policy 5.01: Encourage ongoing development of the Safe Routes to School program by coordinating efforts of advocacy groups, school districts, Cities, and County departments.

Policy 5.02: Encourage development of a Pedi/Bike-Bus Program by coordinating efforts of advocacy groups, parents, school districts, Cities, and County departments.

Policy 5.03: Inventory safety needs/hazards along routes to and around schools in order to identify improvements necessary to improve safety and create a priority list of projects necessary to correct these hazards.

Policy 5.04: Encourage school districts to participate in providing safe bicycle and pedestrian connections that serve students from surrounding neighborhoods when constructing or improving schools. Encourage school districts to provide secure bicycle parking areas for students, faculty, and staff. Require private schools to provide continuous pedestrian pathways and bicycle facilities from adjacent residential communities to the school grounds.

Policy 5.05: Coordinate Bicycle Safety Education Programs at schools, with law enforcement agencies, school districts, advocacy groups, local bicycle shops, and other interested organizations. The program shall include traffic rules, bicycle handling skills, the importance of good helmets, lights and reflectors, bicycling clothing, and bicycle maintenance courses in cooperation with local bicycle shops and organizations.

¹¹ *Marin County Safe Routes to Schools - Evaluation Report 2004-05* Transportation Authority of Marin
Nelson\Nygaard Consulting Associates

6. EDUCATION, SAFETY, AND PROMOTION

Policy 6.01: Distribute bicycle and pedestrian safety, educational, and promotional materials to students, parents, faculty, and staff at school orientations. Consider other opportunities for public education such as drivers training and citation diversion programs.

Policy 6.02: Work through the Department of Health Services programs to promote the health benefits of bicycling and walking.

Policy 6.03: Develop a bicycle and pedestrian safety campaign that produces comprehensive driver, bicyclist and pedestrian educational materials and information, and increases public awareness of the benefits of walking and bicycling as healthy alternatives to motorized transportation.

Policy 6.04: Collect bicycle and pedestrian accident data in the unincorporated areas on an annual basis. The BPAC shall review this data and identify high risk areas, prioritizing improvements, or additional needs for future accident data collection.

Policy 6.05: Educate motorists, bicyclists, and pedestrians with regard to safety, rights, and responsibilities associated with use of the County transportation system.

Policy 6.06: Support constructive efforts from advocacy groups to address bicycle and pedestrian transportation issues.

Policy 6.07: Support and encourage events that enhance Sonoma County's reputation as a world class bicycling destination.

Policy 6.08: Encourage events, such as festivals and rallies that introduce Sonoma County residents to walking and bicycling, such as bike-to-work days, walk and bike-to-school days, senior walks and historic walks.

Policy 6.09: Provide the option of flexible work schedules to County employees in order to accommodate commuting by bicycle, walking, or transit.

Policy 6.10: Develop a Guaranteed Ride Program for County workers and employees of other employers with participating programs who regularly bicycle, walk, vanpool, carpool, or use transit for their trip to work. The program would encourage use of alternative transportation modes by providing free transportation in the event of personal emergencies, illness, or unscheduled overtime.

7. FUNDING

Policy 7.01: Consider establishing greenhouse gas impact fees for new development. Use a portion of this fee to fund planning, design, and construction of bikeways and pedestrian facilities.

Policy 7.02: Work with Federal, State, regional, and local agencies and any other available public or private funding sources to secure funding for bikeways and pedestrian facilities.

Policy 7.03: Encourage multi-jurisdictional funding applications for design, construction and maintenance of bikeways and pedestrian facilities that provide regional connectivity.

Policy 7.04: Develop a long range strategy to provide long term funding necessary to maintain and operate the Class I bikeway network.

PROGRAMS

1. BIKEWAYS SIGNAGE

Program Description: Signs are a low cost measure that can be used to improve safety and provide an identity for the County bicycle and pedestrian system. Effective signage will enhance existing facilities and improve user safety by signaling the presence and location of facilities to existing users, potential users, and motorists. Signs can encourage more people to walk and bicycle by leading residents and visitors to existing facilities and destinations. Finally, signs promote motorist awareness by alerting them to expect the presence of bicyclists and pedestrians either on the roadway or at crossing locations.

Bike routes should be identified with a modified Caltrans SG45 bike route sign. The modifications may include logos, route name and route number. Route signs should be placed on all Class I, Class II and Class III bikeways. Unique logos should be developed for Class I bikeways and be included on all route finding signage used to define the bikeway. Bikeways that form the primary arterial bikeways network should be assigned route numbers to aid bicyclists along routes that traverse various classes of facilities. The numbers should use a route numbering system similar to the Federal Highway System methodology where routes are numbered based on their north-south and east-west alignment.

In addition to signage identifying a specific route, way-finding signs should be placed at appropriate locations. These signs include directional arrows and distance information to significant local and regional destinations and connecting bicycle facilities.

Warning Advisory Signs and Pavement Markings

A variety of warning advisory signs and pavement markings may be used in conjunction with the signs described above to further reinforce the presence of bicyclists and pedestrians and inform motorists. These include bicycle and pedestrian warning signs that can be combined with a variety of messages such as “Share the Road”, “Watch for Bikes”, “Pass with Care”, “Bikes on Roadway Next xx Miles”, and others.

Regulatory Signs

Regulatory signs should be installed to inform bicyclists, pedestrians, and motorists of their rights and responsibilities. Examples of regulatory signs include “Bikes May Use Full Lane”, “Wrong Way, Ride with Traffic”, and “No Parking, Bike Lane”.

Sign Placement

Signs should be placed at route start and stop points, route junctions, and turns within a route. Reassurance signs should be placed along long uninterrupted segments and at wide or odd-angled intersections. Share the road signs should be installed on routes with little or no shoulder space for bicyclists, at the county boundaries, and at transition points between jurisdictions to alert motorists. The County will need to work with Caltrans to site and maintain the signs on State Routes.

2. DATA COLLECTION AND COUNT LOCATION

Program Description: Limited trip generation, vehicle counts, and accident data makes it difficult to plan for future bicycle and pedestrian improvements. Without accurate and consistent data, it is difficult to measure the positive benefits of bicycle and pedestrian investments, especially when compared to the other types of transportation such as the automobile. In order to supplement Census 2000 Journey to Work data, to attain a better understanding of existing usage and travel patterns, and to be able to project demand, regular bicycle and pedestrian counts are needed.

Count Methodology

In 2003, MTC developed the Bicyclist and Pedestrian Data Collection and Analysis Project. The project resulted in the *Metropolitan Transportation Authority Handbook for Bicyclist and Pedestrian Counts*. This methodology represents standard guidelines typically used when conducting counts of bicycle and pedestrian activity. Using the procedures outlined in this handbook maintains consistency with other local jurisdictions, as well as with regional data collection conducted by MTC throughout the Bay Area.

Count Locations

Count locations will be established by the BPAC and should be reviewed on an annual basis. Count locations should include points along Class II and III bikeways located on arterial streets, and population centers, attractors and generators, and community gateways along Class I bikeways.

Sidewalk Inventories

Maintaining a database of sidewalk locations and their condition is an effective tool to identify gaps in the pedestrian network, prioritize maintenance, and take advantage of maintenance and upgrade opportunities, such as those provided by new development or road improvement projects. It is recommended that the various County departments develop a centralized inventory program and database. This database should be updated on a regular basis.

3. PEDI/BIKE-BUS

Program Description: The “Pedi/Bike-Bus” is a program where students are met at their homes and taken to school on foot and/or bicycle using volunteer parents. It operates in all weathers and picks up students at various points or stops along the way, in accordance with a pre-defined, fixed timetable. The program is based on the school bus model: Students wait for the Pedi/Bike-Bus at “stops” in front of specified signs (giving Pedi/Bike-Bus schedules, and volunteer parent details), and then join the “bus” to complete their journey to school, with volunteer parents. The program is based on voluntary parental collaboration with organizational and logistic support from school districts.

The purpose of the Pedi/Bike-Bus program is to:

- (1) Reduce road traffic in front of the school and in that way reduce greenhouse gas emissions.
- (2) Give students the opportunity to spend time together outside the classroom.
- (3) Make daily physical activity a part of students' lives and reduce childhood obesity.
- (4) Teach younger students how to follow fixed timetables, acquire independence and understand how to safely use streets and sidewalks.

4. BICYCLE PARKING DESIGN GUIDELINES

Program Description: The availability of safe and convenient parking is as critical to bicyclists as it is for motorists, and lack of adequate secure parking is a significant barrier to increased use of bicycles for transportation. This program will develop design guidelines for location, placement, and design of bicycle parking facilities.

5. HIGHWAY 101 BICYCLE AND PEDESTRIAN CROSSING

Program Description: This program will establish pedestrian and bicycle friendly design standards for freeway interchanges and work with Caltrans to implement these standards in Sonoma County. The program will also identify appropriate locations to construct bicycle and pedestrian over/under crossings in order to improve east/west connectivity for bicycles and pedestrians.

6. GUARANTEED RIDE

Program Description: Develop a program that guarantees commuters who regularly vanpool, carpool, bike, walk, or take transit with a reliable ride home in the case of personal emergency, sickness, or unscheduled overtime. Participants will be issued vouchers good for a free ride home in a taxi or rental car, depending on distance between work and home.

7. BICYCLE BOULEVARDS

Program Description: A Bicycle Boulevard is a street where all types of vehicles are allowed, but the roadway is modified as needed to enhance bicycle safety and convenience. Typically these modifications will also calm traffic and improve pedestrian safety. This program will develop Bicycle Boulevard design standards and identify streets that are appropriate for conversion to Bicycle Boulevards.

8. BRIDGE SAFETY

Program Description: Narrow and/or unsafe bridges create significant gaps in the County bicycle and pedestrian transportation network. This program will establish a list of bridges along County bikeways with inadequate width or other safety deficiencies that create hazards for bicyclist and pedestrians. The BPAC would establish priorities for improving these bridges based on hazards involved, gap closures, and anticipated usage by bicycles and pedestrians once the bridge is widened and hazards are eliminated.

9. CLASS I MAINTENANCE AND OPERATION FUNDING

Program Description: While maintenance of Class II and Class III bikeways is funded as part of overall road maintenance, a similar reliable source of maintenance funding does not exist for Class I bikeways. This program will establish a strategy to identify and secure a permanent funding mechanism for maintenance and operation of Class I bikeways.

10. BICYCLE AND PEDESTRIAN LEVEL OF SERVICE

Program Description: Currently, there is not a methodology for evaluating the effect of new development functionality of the bicycle and pedestrian transportation network. This program would develop Level of Service standards that would evaluate demand for travel, facility deficiencies, length of trip, and proximity to generators and attractors for the bicycle and pedestrian transportation network in order to:

- (1) Establish method to rate performance of various segments of the networks and
- (2) Establish thresholds to determine when a discretionary project would have an impact on bicycle and pedestrian facilities, and
- (3) Identify actions needed to mitigate impacts.

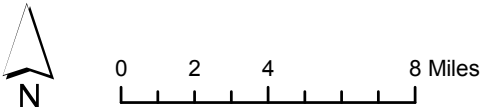
Sonoma County Bicycle and Pedestrian Plan

Permit and Resource Management Department
2550 Ventura Avenue, Santa Rosa, California 95403
707-565-1900 FAX 707-565-1103

NOTE: Bicycle facilities inside of city limits are shown to illustrate connectivity with the countywide system. The County of Sonoma has no jurisdiction over projects inside of city limits. Any proposed facilities shown inside of city limits have been proposed by other jurisdictions. Only local city routes of regional significance are shown on this map. See local jurisdiction bicycle maps for detail on local existing and proposed bicycle routes.

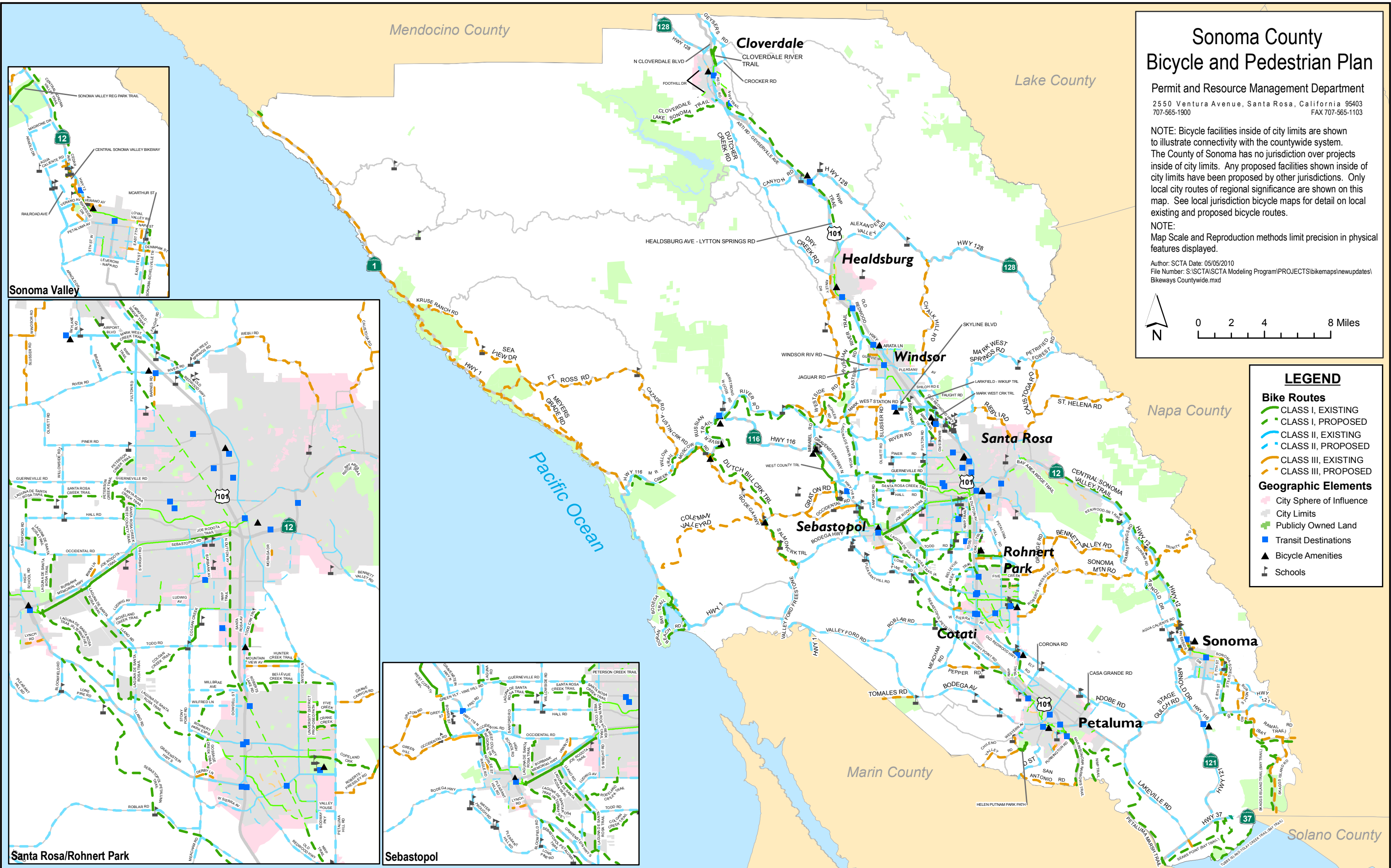
NOTE:
Map Scale and Reproduction methods limit precision in physical features displayed.

Author: SCTA Date: 05/05/2010
File Number: S:\SCTA\SCTA Modeling Program\PROJECTS\bikemaps\newupdates\ Bikeways Countywide.mxd



LEGEND

- Bike Routes**
- CLASS I, EXISTING (solid green line)
 - CLASS I, PROPOSED (dashed green line)
 - CLASS II, EXISTING (solid blue line)
 - CLASS II, PROPOSED (dashed blue line)
 - CLASS III, EXISTING (solid orange line)
 - CLASS III, PROPOSED (dashed orange line)
- Geographic Elements**
- City Sphere of Influence (pink shaded area)
 - City Limits (grey shaded area)
 - Publicly Owned Land (green shaded area)
 - Transit Destinations (blue square)
 - Bicycle Amenities (black triangle)
 - Schools (black square)



APPENDICES

APPENDIX A: IMPROVEMENT PRIORITIES AND PROJECT LIST

The Improvement Priorities and Project List includes the bikeway class, project priority, begin points, end points, cost estimates and supervisorial district locations of each project. The Bikeways Network Map is intended to be used in conjunction with the list of projects to provide a geographical reference of all existing and planned bikeways in the County's unincorporated areas.

Priority Categories

Funding and development of the projects recommended in the Bikeways Plan is anticipated to take several decades and new challenges and opportunities are likely to emerge during this time. In recognition of changing conditions and to ensure flexibility in selecting projects for development, the Bicycle and Pedestrian Advisory Committee is encouraged to review the list at least once every 5 years, and make revisions as needed. As County bicycle improvement projects are completed, PRMD should update the Project Improvement List as needed to maintain accurate information. SCTA is encouraged to update the Countywide Bicycle & Pedestrian Master Plan to maintain consistency with the Project Improvement List.

The Bicycle and Pedestrian Advisory Committee (BPAC) has prioritized each individual project into one of three categories. The following definitions explain each of the three priority categories and provide examples of the kinds of projects within each category:

Priority 1: (High)

These projects will form a primary arterial transportation network for bicyclist, and are intended to provide safe routes along major transportation corridors in the unincorporated areas of Sonoma County. Project in this category are intended to form a basic bicycle transportation network that create a viable alternative to travel by automobile. This category may also include projects that are identified by incorporated cities as desirable connections to the unincorporated areas, provide safe routes to schools, have received strong public support, and/or are identified as projects in the County's capital improvement program.

Priority 2: (Medium)

In conjunction with Priority 1 projects, these projects are intended to fill in gaps within the bicycle transportation network and provide additional alternative routes between the incorporated cities and major activity centers in the unincorporated areas of the County. This category also includes projects that are desirable but do not serve major transportation corridors and/or may be constrained by funding limitations.

Priority 3: (Low)

In conjunction with Priority 1 and 2 projects, these projects will complete the countywide bicycle transportation network and may also include projects identified primarily as recreational in purpose. This category may also include projects that are considered desirable but lack an identified funding source.

Change in Priority Due to Funding Opportunities: BPAC may recommend construction of lower priority projects in advance of higher priority projects in order to take advantage of an immediate funding opportunity. The BPAC may periodically review project priorities and recommend changes to the Board of Supervisors.

Costs:

The estimated total cost to complete projects identified by the Bikeways Plan is approximately \$250 Million. The table below shows costs broken down by facility class and priority. All cost estimates are based on 2005 construction costs, and are rounded to the nearest \$10,000.

Class and Priority	Total Cost
Class I High Priority	\$ 49,460,000
Class I Medium Priority	\$ 23,580,000
Class I Low Priority	\$ 10,920,000
Class II w/shoulders High Priority	\$ 93,244,000
Class II w/shoulders Medium Priority	\$ 44,850,000
Class II w/shoulders Low Priority	\$ 23,270,000
Class II High Priority	\$ 2,712,000
Class II Medium Priority	\$ 1,070,000
Class II Low Priority	\$ 660,000
Class III High Priority	\$ 80,000
Class III Medium Priority	\$ 310,000
Class III Low Priority	\$ 545,886
Total Projects	\$250,707,821

Notes for the Project Priority List:

- (1) Projects up to number 100 have been carried over from the 1997 Bikeways Plan. Projects above 100 are new segments and/or revised types of improvements added by this Plan.
- (2) Grange Road and two segments of State Highway 1 are Class 3 in the downhill direction and Class II with shoulder improvements in the uphill direction.
- (3) Cost estimates for two segments of Bodega Bay Trail were taken from Bodega Bay Trails Plan feasibility study.
- (4) Projects identified as "Regional Network" are segments of the Metropolitan Transportation Commission's regional bikeways network as identified in the 2009 *"Regional Bicycle Plan for the San Francisco Bay Area"*
- (5) Cost estimates are rounded to thousands of dollars based on average cost per mile. Class I estimates are provided by Regional Parks, and Class II and III cost estimates are provided by Transportation and Public Works. Costs are in 2008 dollars. Very short segments where the cost per mile calculation estimates a project cost of less than \$1,000, a minimum cost of \$1,000 is assumed.

Bikeways Improvement Project List

Priority 1 Projects (High)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
McCray Rd.	Cloverdale	4	5	Class II, Shoulders	Cloverdale River Park	N. Cloverdale Blvd.	0.55	\$ 750,000	\$ 410,000	Roadway must be widened and additional right-of-way acquired.
North Cloverdale Blvd.	Cloverdale	4	106	Class II	McCray Rd.	State Hwy. 128	0.99	\$ 25,000	\$ 25,000	Signs and striping only
SMART Rail Trail	Cloverdale	4	88A	Class I	Cloverdale City Limits	McCray Rd.	0.36	\$ 400,000	\$ 142,000	Principal north / south route connecting cities along the Highway 101 corridor. Regional Network.
SMART Rail Trail	Cloverdale and Healdsburg	4	88B	Class I	Healdsburg City Limits	Cloverdale City Limits	13.20	\$ 400,000	\$5,282,000	Principal north / south route connecting cities along the Highway 101 corridor. Regional Network.
Bodega Bay Trail	Coast	5	197E	Class I	Eastshore Rd.	Taylor St.	0.20	\$7,605,000	\$1,521,000	Cost estimate from Bodega Bay Trails Plan feasibility study. Bodega Bay Trail segments 3A, and 3B-1.
Bodega Bay Trail	Coast	5	197B	Class I	Harbor View Dr.	State Hwy. 1	0.65	\$ 400,000	\$ 259,000	Switch-back section recommended by the Harbor View feasibility study. Bodega Bay Trail segment 3C-2
Bodega Bay Trail	Coast	5	197F	Class I	Keefe Ave.	Bay Flat Rd.	1.43	\$ 400,000	\$ 572,000	Bodega Bay Trail segments 1B, 1C, and 2B
Bodega Bay Trail	Coast	5	197G	Class I	Bay Flat Rd.	Smith Bros. Rd.	0.92	\$2,228,000	\$2,050,000	Cost estimate from Bodega Bay Trails Plan feasibility study. Bodega Bay Trail segments 3D-1 and 3D-2.
Bodega Bay Trail	Coast	5	197C	Class I	Lucas Warf/Smith Bros. Rd.	Doran Beach Rd.	0.66	\$ 400,000	\$ 266,000	Bodega Bay Trail segments 5B, 6B, and 6C.
Gualala River Bridge Trail	Coast	4	204	Class I	Mendo. Co. Line	Mendo. Co. Line	0.30	\$ 400,000	\$ 119,000	Provides connection to Mendocino County via Class I across the Highway 1 Gualala River Bridge.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 1 Projects (High)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
State Hwy. 1	Coast	5	4E	Class II	Slaughter House Rd.	Doran Beach Rd.	7.23	\$ 25,000	\$ 181,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
State Hwy. 1	Coast	5	4F	Class II, Shoulders	Valley Ford Rd.	Slaughter House Rd.	1.49	\$ 750,000	\$1,119,000	Roadway must be widened and additional right-of-way acquired.
State Hwy. 1	Coast	5	4D	Class II, Shoulders	Doran Beach Rd.	State Hwy. 116	11.04	\$ 750,000	\$8,278,000	Roadway must be widened and additional right-of-way acquired.
Dry Creek Rd.	Healdsburg	4	12	Class II, Shoulders	Healdsburg City Limits	Skaggs Springs Rd.	10.07	\$ 750,000	\$7,552,000	Roadway must be widened and additional right-of-way acquired.
Healdsburg Ave. / Lytton Springs Rd.	Healdsburg	4	11	Class II, Shoulders	Healdsburg City Limits	Geyserville Ave.	1.16	\$ 750,000	\$ 868,000	Roadway must be widened and additional right-of-way acquired. Regional Network.
State Hwy. 128	Healdsburg	4	100B	Class II, Shoulders	Geyserville Ave.	Chalk Hill Rd.	9.93	\$ 750,000	\$7,448,000	Roadway must be widened and additional right-of-way acquired.
Westside Rd.	Healdsburg	4, 5	15	Class III	Healdsburg City Limits	River Rd.	12.33	\$ 5,000	\$ 62,000	Signs and striping only.
Adobe Rd.	Petaluma	2	72A	Class II	Lynch Rd.	State Hwy. 116	3.26	\$ 25,000	\$ 81,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Adobe Rd.	Petaluma	2	72B	Class II, Shoulders	Old Redwood Hwy.	Lynch Rd.	2.99	\$ 750,000	\$2,242,000	Roadway must be widened and additional right-of-way acquired.
Corona Rd.	Petaluma	2	78	Class II, Shoulders	Adobe Rd.	Petaluma City Limits	0.74	\$ 750,000	\$ 554,000	Roadway must be widened and additional right-of-way acquired.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 1 Projects (High)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
East Washington St.	Petaluma	2	75	Class II, Shoulders	Adobe Rd.	Petaluma City Limits	0.24	\$ 750,000	\$ 182,000	Roadway must be widened and additional right-of-way acquired.
Pepper Rd.	Petaluma	2	175	Class II, Shoulders	Meacham Rd.	Stony Point Rd.	3.29	\$ 400,000	\$2,465,000	Roadway must be widened and additional right-of-way acquired along portion of route. Cost per mile reduced to \$400K.
Petaluma - Novato Trail	Petaluma	2	202	Class I and Class II	Petaluma City Limits	Marin Co. Line	2.91	\$ 400,000	\$1,165,000	Alternative to SMART trail south of Petaluma proposed as part of Highway 101 Novato Narrows project.
Petaluma Blvd. South	Petaluma	2	77	Class II, Shoulders	Petaluma City Limits	Hwy. 101 Interchange	0.93	\$ 750,000	\$ 701,000	Roadway must be widened and additional right-of-way acquired.
Roblar Rd.	Petaluma	2	79	Class II, Shoulders	Valley Ford Rd.	Stony Point Rd.	6.50	\$ 750,000	\$4,872,000	Roadway must be widened and additional right-of-way acquired.
SMART Rail Trail	Petaluma	2	88G	Class I	Marin Co. Line	Petaluma City Limits	3.67	\$ 400,000	\$1,470,000	Principal north / south connection between Sonoma and Marin counties. Regional Network.
Sonoma County Bay Trail	Petaluma	2	206F	Class I	State Hwy. 121	Port Sonoma	4.61	\$ 400,000	\$1,845,000	Sears Point Trail. Segments I and II of the Bay Trail.
Sonoma County Bay Trail	Petaluma	2	206D	Class I	SMART Right-of-Way	Marin Co. Line	0.49	\$ 400,000	\$ 196,000	Port Sonoma Trail. Segment I of the Bay Trail.
State Hwy. 116 South	Petaluma	1, 2	2B	Class II, Shoulders	Lakeville Hwy.	Arnold Dr.	5.56	\$ 750,000	\$4,171,000	Roadway must be widened and additional right-of-way acquired. Regional Network.
Valley Ford Rd.	Petaluma	2, 5	174	Class II	State Hwy. 1	Bodega Ave. (Petaluma)	10.39	\$ 25,000	\$ 260,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 1 Projects (High)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
SMART Rail Trail	Petaluma and Rohnert Park/Cotati	2	88F	Class I	Petaluma City Limits	Cotati City Limits	2.91	\$ 400,000	\$1,163,000	Principal north / south route connecting cities along the Highway 101 corridor. Regional Network.
State Hwy. 37	Petaluma and Sonoma Valley	1, 2	102	Class II	Napa Co. Line	Marin Co. Line	6.42	\$ 25,000	\$ 161,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network.
Copeland Creek Trail	Rohnert Park/Cotati	2, 3	191	Class I	Rohnert Park City Limits	Crane Creek Reg. Park	1.81	\$ 400,000	\$ 722,000	Connects Sonoma State University to Crane Creek Regional Park.
East Cotati Ave.	Rohnert Park/Cotati	3	147	Class II	Rohnert Park City Limits	Petaluma Hill Rd.	0.51	\$ 25,000	\$ 13,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Mountain View Ave.	Rohnert Park/Cotati	3	53A	Class II, Shoulders	Hunter Lane	Snyder Lane	0.50	\$ 750,000	\$ 374,000	Roadway must be widened and additional right-of-way acquired.
State Hwy. 116 North	Rohnert Park/Cotati	2	1I	Class II	Cotati City Limits	Stony Point Rd.	0.65	\$ 25,000	\$ 16,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network.
SMART Rail Trail	Rohnert Park/Cotati and Santa Rosa	5	88E	Class I	Rohnert Park City Limits	Santa Rosa City Limits	2.24	\$ 400,000	\$ 897,000	Principal north / south route connecting cities along the Highway 101 corridor. Regional Network.
State Hwy. 116 North	Rohnert Park/Cotati and Sebastopol	2	1H	Class II, Shoulders	Stony Point Rd.	Gilchrist Rd.	1.18	\$ 750,000	\$ 883,000	Roadway must be widened and additional right-of-way acquired. Regional Network.
Main St.	Rohnert Park/Cotati Area	2	141	Class III	Adobe Road	Old Redwood Hwy.	0.48	\$ 5,000	\$ 2,000	Signs and striping only. Part of Penngrove Main Street Design Guidelines. Regional Network.
Old Redwood Hwy.	Rohnert Park/Cotati Area	2	52	Class II	Cotati City Limits	Petaluma City Limits	3.26	\$ 25,000	\$ 82,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 1 Projects (High)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Petaluma Hill Rd.	Rohnert Park/Cotati Area	2, 3	51	Class II	Santa Rosa City Limits	Adobe Road	8.31	\$ 25,000	\$ 208,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network.
Mirabel Rd.	Russian River	5	38B	Class II	Lois Lane	Trenton Rd.	0.28	\$ 25,000	\$ 7,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Mirabel Rd.	Russian River	5	38A	Class II, Shoulders	State Hwy. 116	Lois Lane	0.87	\$ 750,000	\$ 651,000	Roadway must be widened and additional right-of-way acquired.
Mirabel Rd.	Russian River	5	38C	Class II, Shoulders	Trenton Rd.	River Rd.	0.22	\$ 750,000	\$ 165,000	Roadway must be widened and additional right-of-way acquired.
Occidental Rd.	Russian River	5	42	Class II	Atascadero Creek	Sanford Rd.	2.20	\$ 25,000	\$ 55,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Occidental Rd.	Russian River	5	42	Class II, Shoulders	Sanford Rd.	Santa Rosa City Limits	3.06	\$ 750,000	\$2,293,000	Roadway must be widened and additional right-of-way acquired.
River Rd.	Russian River	4, 5	37	Class II	State Hwy. 101	Scenic / Martinelli Rd.	9.84	\$ 25,000	\$ 246,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
River Rd.	Russian River	5	37	Class II	Westside Rd.	State Hwy. 116	5.28	\$ 25,000	\$ 132,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
River Rd.	Russian River	5	37	Class II, Shoulders	Scenic/Martinelli Rd.	Westside Rd.	0.93	\$ 750,000	\$ 699,000	Roadway must be widened and additional right-of-way acquired.
Russian River Trail	Russian River	4,5	208	Class I	Healdsburg City Limits	Monte Rio Bridge	22.86	\$ 400,000	\$9,145,000	Regional Class 1 along the middle and lower reach of the Russian River.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 1 Projects (High)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
State Hwy. 116 North	Russian River	5	1E	Class II, Shoulders	Green Valley Rd.	Armstrong Woods Rd.	9.67	\$ 750,000	\$7,250,000	Roadway must be widened and additional right-of-way acquired. Regional Network.
State Hwy. 116 North	Russian River	5	1D	Class II	Armstrong Woods Rd.	Foothill Dr.	4.63	\$ 25,000	\$ 116,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network.
State Hwy. 116 North	Russian River	5	1B	Class II	Duncan Rd.	Moscow Rd.	2.90	\$ 25,000	\$ 72,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network.
State Hwy. 116 North	Russian River	5	1C	Class II, Shoulders	Foothill Dr.	Duncan Rd.	0.59	\$ 750,000	\$ 444,000	Roadway must be widened and additional right-of-way acquired. Regional Network.
State Hwy. 116 North	Russian River	5	1A	Class II, Shoulders	Moscow Rd.	State Hwy. 1	3.71	\$ 750,000	\$2,784,000	Roadway must be widened and additional right-of-way acquired. Regional Network.
West County Trail Extension	Russian River	5	84	Class I	Pajaro Lane	Forestville Youth Park	0.67	\$ 400,000	\$ 267,000	Connects downtown Forestville with Forestville Youth Park.
Airport Boulevard / Highway 101 Interchange	Santa Rosa	4	24	Class II	S. Hwy. 101 overpass	N. Hwy. 101 overpass	0.30	\$ 25,000	\$ 7,000	Bike lanes part of new and/or improved Airport Boulevard interchange. Regional Network.
Burbank Ave.	Santa Rosa	5	115	Class II, Shoulders	Sebastopol Rd.	Hearn Ave.	1.00	\$ 750,000	\$ 752,000	Signs and striping only.
Colgan Creek Trail Extension East	Santa Rosa	3	211	Class I	Santa Rosa City Limits	Taylor Mtn. Regional Park	0.24	\$400,000	\$96,000	Connection between Santa Rosa and Taylor Mountain Regional Park.
Colgan Creek Trail Extension West	Santa Rosa	5	86	Class I	Todd Rd.	Laguna de S.R. Trail	1.79	\$ 400,000	\$ 717,000	Connects SMART Class I bikeway to Laguna de Santa Rosa Trail along SCWA flood control channel.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 1 Projects (High)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Fulton Rd.	Santa Rosa	4	28	Class II	S. Hwy. 101 overpass	N. Hwy. 101 overpass	0.27	\$ 25,000	\$ 7,000	Bike lanes part of new and/or improved Fulton Road interchange.
Guerneville Rd.	Santa Rosa	4, 5	22	Class II	Santa Rosa City Limits	State Hwy. 116	5.33	\$ 25,000	\$ 133,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Hall Rd.	Santa Rosa	5	26	Class II	Willowside Rd.	Santa Rosa City Limits	1.69	\$ 25,000	\$ 42,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Hall Rd.	Santa Rosa	5	26	Class II, Shoulders	Sanford Rd.	Willowside Rd.	1.01	\$ 750,000	\$ 759,000	Roadway must be widened and additional right-of-way acquired.
Laguna de Santa Rosa Trail	Santa Rosa	5	91C	Class I	Todd Rd.	Joe Rodota Trail	2.18	\$ 400,000	\$ 871,000	Segments P23, P29, P30, P31, and P34 of the Laguna de Santa Rosa Trail aligned southwest of Llano Road.
Ludwig Ave.	Santa Rosa	5	113	Class II, Shoulders	Llano Rd.	Stony Point Rd.	1.45	\$ 750,000	\$1,084,000	Roadway must be widened and additional right-of-way acquired.
Old Redwood Hwy.	Santa Rosa	4	20	Class II	Santa Rosa City Limits	Windsor City Limits	3.83	\$ 25,000	\$ 96,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network.
Piner Creek Trail	Santa Rosa	4, 5	189	Class I	Santa Rosa City Limits	Santa Rosa Creek Trail	0.16	\$ 400,000	\$ 65,000	Gap closure of Santa Rosa's Piner Creek Trail along SCWA flood control channel.
Roseland Creek Trail	Santa Rosa	5	87	Class I	Santa Rosa City Limits	Laguna de S.R. Trail	1.41	\$ 400,000	\$ 563,000	Connection between Ludwig Road and Laguna de Santa Rosa Trail along SCWA flood control channel.
Sanford Rd.	Santa Rosa	5	26	Class II, Shoulders	Occidental Rd.	Hall Rd.	0.88	\$ 750,000	\$ 663,000	Roadway must be widened and additional right-of-way acquired. Laguna de Santa Rosa Trail segment P66.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 1 Projects (High)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Santa Rosa Creek / Joe Rodota Trail Connector	Santa Rosa	5	182	Class I	Santa Rosa Creek Trail	Joe Rodota Trail	1.80	\$ 400,000	\$ 720,000	Connects Joe Rodota and Santa Rosa Creek trail west of Fulton Road. Class I alternative to Fulton Road.
Santa Rosa Creek Trail Extension	Santa Rosa	5	89	Class I	Santa Rosa City Limits	Guerneville Rd.	3.30	\$ 400,000	\$1,322,000	Connects Prince Memorial Greenway to Forestville / Graton area.
South Wright Rd.	Santa Rosa	5	25	Class II, Shoulders	Santa Rosa City Limits	Ludwig Ave.	1.39	\$ 750,000	\$1,040,000	Roadway must be widened and additional right-of-way acquired.
State Hwy. 12	Santa Rosa	1	3A	Class II	Santa Rosa City Limits	Kunde Winery Rd.	2.52	\$ 25,000	\$ 63,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network.
Stony Point Rd.	Santa Rosa	2, 5	21	Class II	Santa Rosa City Limits	Petaluma City Limits	10.11	\$ 25,000	\$ 253,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network.
Todd Rd.	Santa Rosa	5	23	Class II, Shoulders	Santa Rosa Ave.	State Hwy. 116	5.02	\$ 750,000	\$3,768,000	Roadway must be widened and additional right-of-way acquired.
SMART Rail Trail	Santa Rosa and Windsor	4	88D	Class I	Santa Rosa City Limits	Windsor Town Limits	2.97	\$ 400,000	\$1,189,000	Principal north / south route connecting cities along the Highway 101 corridor. Regional Network.
Bodega Hwy.	Sebastopol	5	45	Class II, Shoulders	Sebastopol City Limits	Jonive Rd.	3.46	\$ 750,000	\$2,598,000	Roadway must be widened and additional right-of-way acquired.
Bodega Hwy.	Sebastopol	5	45	Class II, Shoulders	Bohemian Hwy.	Valley Ford - Freestone Rd.	1.30	\$ 750,000	\$ 976,000	Roadway must be widened and additional right-of-way acquired.
Graton Rd.	Sebastopol	5	43A	Class II, Shoulders	Dyer Avenue	State Hwy. 116	1.03	\$ 750,000	\$ 771,000	Roadway must be widened and additional right-of-way acquired. Regional Network.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 1 Projects (High)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
High School Rd.	Sebastopol	5	46	Class II	Sebastopol City Limits	Occidental Rd.	1.26	\$ 25,000	\$ 32,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Laguna de Santa Rosa Trail	Sebastopol	5	91E	Class I	Occidental Rd.	Sanford Rd.	0.72	\$ 400,000	\$ 287,000	Segments P60, P62, and P63 of the Laguna de Santa Rosa Trail along SCWA easements.
Laguna de Santa Rosa Trail	Sebastopol	5	91D	Class I	State Hwy. 12	Occidental Rd.	1.36	\$ 400,000	\$ 543,000	Segments P43, P45, and P46 of the Laguna de Santa Rosa Trail along SCWA easements.
Laguna de Santa Rosa Trail	Sebastopol	5	91F	Class I	Hall Rd.	Santa Rosa Creek Trail	1.26	\$ 400,000	\$ 505,000	Segments P68 and P70 of the Laguna de Santa Rosa Trail along a SCWA flood control channel.
Mill Station Rd.	Sebastopol	5	138	Class II	Ragle Rd.	State Hwy. 116	0.26	\$ 25,000	\$ 7,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Pleasant Hill Rd.	Sebastopol	5	48	Class II, Shoulders	Bloomfield Rd.	Elphick Rd.	2.16	\$ 750,000	\$1,617,000	Roadway must be widened and additional right-of-way acquired.
Ragle Rd.	Sebastopol	5	137	Class II, Shoulders	Sebastopol City Limits	Mill Station Rd.	0.41	\$ 750,000	\$ 309,000	Roadway must be widened and additional right-of-way acquired.
State Hwy. 116 North	Sebastopol	5	1F	Class II	Sebastopol City Limits	Green Valley Rd.	2.78	\$ 25,000	\$ 69,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
State Hwy. 116 North	Sebastopol	5	1G	Class II, Shoulders	Gilchrist Rd.	Sebastopol City Limits	4.53	\$ 750,000	\$3,394,000	Roadway must be widened and additional right-of-way acquired.
Water Trough Rd.	Sebastopol	5	48	Class II, Shoulders	Elphick Rd.	Bodega Hwy.	1.71	\$ 750,000	\$1,279,000	Roadway must be widened and additional right-of-way acquired.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 1 Projects (High)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Academy Lane	Sonoma Valley	1	164	Class III	Fairview Lane	Melody Lane	0.01	\$ 36,122	\$ 1,000	Central Sonoma Valley Bikeway Project segment 1.
Agua Caliente Rd.	Sonoma Valley	1	173	Class II, Shoulders	Arnold Dr.	State Hwy. 12	0.83	\$ 750,000	\$ 626,000	Roadway must be widened and additional right-of-way acquired. Central Sonoma Valley Bikeway Project segment 5.
Arnold Dr.	Sonoma Valley	1	60A	Class II	Gibson St.	State Hwy. 12	0.47	\$ 25,000	\$ 12,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Arnold Dr.	Sonoma Valley	1	60D	Class II	State Hwy. 116	Petaluma Ave.	2.85	\$ 25,000	\$ 71,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network
Arnold Dr.	Sonoma Valley	1	60C	Class II, Shoulders	Country Club Dr.	Chauvet Rd.	3.47	\$ 750,000	\$2,600,000	Roadway must be widened and additional right-of-way acquired. Regional Network
Arnold Dr.	Sonoma Valley	1	60B	Class III	Chauvet Rd.	Gibson St.	0.80	\$ 5,000	\$ 4,000	Signs and striping only.
Bennett Valley Rd.	Sonoma Valley	1	66A	Class II, Shoulders	Santa Rosa City Limits	Grange Rd.	2.08	\$ 750,000	\$1,560,000	Roadway must be widened and additional right-of-way acquired.
Cedar Ave.	Sonoma Valley	1	172	Class III	Vailetti Dr.	Agua Caliente Rd.	0.20	\$ 5,000	\$ 1,000	Signs and striping only. Central Sonoma Valley segment V.
Central Sonoma Valley Bikeway	Sonoma Valley	1	90	Class I	Main St.	Encinas Lane	0.10	\$ 400,000	\$ 38,000	Portion of Central Sonoma Valley Bikeway segment I.
Central Sonoma Valley Bikeway	Sonoma Valley	1	90	Class I	Encinas Lane	Fairview Lane	0.01	\$ 400,000	\$ 6,000	Portion of Central Sonoma Valley Bikeway segment I.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 1 Projects (High)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Central Sonoma Valley Bikeway	Sonoma Valley	1	90	Class I	Melody Lane	Happy Lane	0.10	\$ 400,000	\$ 38,000	Central Sonoma Valley Bikeway segment II.
Central Sonoma Valley Bikeway	Sonoma Valley	1	90	Class I	Happy Lane Dead End	Orchard Ave.	0.05	\$ 400,000	\$ 21,000	Central Sonoma Valley Bikeway segment III.
Central Sonoma Valley Bikeway	Sonoma Valley	1	90	Class I	Larson Park Entrance	Depot Rd.	0.28	\$ 400,000	\$ 111,000	Portion of Central Sonoma Valley Bikeway segment V.
Central Sonoma Valley Bikeway	Sonoma Valley	1	90	Class I	Depot Rd.	Valetti Dr.	0.15	\$ 400,000	\$ 59,000	Portion of Central Sonoma Valley Bikeway segment V.
Central Sonoma Valley Trail	Sonoma Valley	1	183	Class I	Agua Caliente Rd.	Melita Rd.	12.64	\$ 400,000	\$5,056,000	Provides Class I alternative to Hwy 12 between Sonoma and Santa Rosa. Regional Network.
Dechene Ave.	Sonoma Valley	1	170	Class III	Lichtenberg Ave.	Larson Park Entrance	0.24	\$ 5,000	\$ 1,000	Signs and striping only. Central Sonoma Valley Bikeway segment IV.
El Verano / Main St.	Sonoma Valley	1	161	Class III	Verano Ave.	State Hwy. 12	0.11	\$ N/A	\$ 1,000	Signs and striping only. Connects Central Sonoma Valley Bikeway segment I.
Encinas Lane	Sonoma Valley	1	162	Class III	State Hwy. 12	Encinas Ln. Dead End	0.07	\$ N/A	\$ 1,000	Signs and striping only. Connects Central Sonoma Valley Bikeway segment I.
Fairview Lane	Sonoma Valley	1	163	Class III	Encinas Ln. Dead End	Academy Lane	0.09	\$ N/A	\$ 1,000	Signs and striping only. Connects Central Sonoma Valley Bikeway segment I.
Greger St.	Sonoma Valley	1	168	Class III	Orchard Ave.	Lichtenberg Ave.	0.32	\$ 5,000	\$ 2,000	Signs and striping only. Central Sonoma Valley Bikeway segments III and IV.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 1 Projects (High)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Happy Lane	Sonoma Valley	1	166	Class III	W. Thompson Ave.	Happy Ln. Dead End	0.24	\$ 5,000	\$ 1,000	Signs and striping only. Central Sonoma Valley Bikeway segment III.
Leveroni Rd. / Napa Rd.	Sonoma Valley	1	62	Class II	Arnold Dr.	State Hwy. 12	6.05	\$ 25,000	\$ 151,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Lichtenberg Ave.	Sonoma Valley	1	169	Class III	Greger St.	Dechene Ave.	0.05	\$ N/A	\$ 1,000	Signs and striping only. Central Sonoma Valley segment IV.
Melody Lane	Sonoma Valley	1	165	Class III	Academy Lane	W. Thompson Ave.	0.19	\$ 5,000	\$ 1,000	Signs and striping only. Central Sonoma Valley Bikeway segment II.
Orchard Ave.	Sonoma Valley	1	167	Class III	Happy Ln. Dead End	Greger St.	0.10	\$ N/A	\$ 1,000	Signs and striping only. Central Sonoma Valley Bikeway segment III.
Petaluma Ave.	Sonoma Valley	1	61	Class II, Shoulders	Arnold Dr.	Riverside Dr.	0.62	\$ 750,000	\$ 465,000	Roadway must be widened and additional right-of-way acquired.
Railroad Ave.	Sonoma Valley	1	63	Class II	Verano Ave.	Boyes Blvd.	0.77	\$ 25,000	\$ 19,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Sonoma / Schellville Trail	Sonoma Valley	1	83	Class I	Sonoma City Limits	Dale Ave.	4.79	\$ 400,000	\$1,915,000	Segment VII and a portion of Segment VI of the Sonoma County Bay Trail. Regional Network.
Sonoma County Bay Trail	Sonoma Valley	2	206E	Class I	Sonoma Creek	State Hwy. 121	8.55	\$ 400,000	\$3,419,000	Tolay Creek Trail. Segment II of the Bay Trail. Connects to Project 206C through Napa & Solano counties. Regional Network.
Sonoma County Bay Trail	Sonoma Valley	2	206C	Class I	Hudeman Slough	Napa Co. Line	3.91	\$ 400,000	\$1,566,000	Skaggs Island Road Trail. Segment IV and a portion of Segment V of the Bay Trail. Regional Network.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 1 Projects (High)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Sonoma County Bay Trail	Sonoma Valley	2	206B	Class I	Ramal Rd.	Skaggs Island Rd.	2.10	\$ 400,000	\$ 841,000	Hudeman Slough Trail. Segment V of the Bay Trail. Regional Network.
Sonoma County Bay Trail	Sonoma Valley	1	206A	Class I	Dale Ave.	Napa Co. Line	4.02	\$ 400,000	\$1,610,000	Ramal Road Trail. A portion of Segment VI of the Bay Trail. Regional Network.
State Hwy. 116 South	Sonoma Valley	1	2A	Class II	Arnold Dr.	State Hwy. 121	1.60	\$ 25,000	\$ 40,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network.
State Hwy. 12	Sonoma Valley	1	3C	Class II	Agua Caliente Rd.	Sonoma City Limits	1.74	\$ 25,000	\$ 43,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network.
State Hwy. 12	Sonoma Valley	1	3B	Class II, Shoulders	Kunde Winery Rd.	Agua Caliente Rd.	6.93	\$ 750,000	\$5,194,000	Roadway must be widened and additional right-of-way acquired. Regional Network.
State Hwy. 121	Sonoma Valley	1	101B	Class II, Shoulders	Bisso Rd.	Napa Rd.	7.45	\$ 750,000	\$5,585,000	Roadway must be widened and additional right-of-way acquired. Regional Network.
Vailetti Dr.	Sonoma Valley	1	171	Class III	Agua Caliente Rd.	Cedar Ave.	0.46	\$ 5,000	\$ 2,000	Signs and striping only. Central Sonoma Valley Bikeway segment V.
Verano Ave.	Sonoma Valley	1	64	Class III	State Hwy. 12	5th St. West	0.28	\$ 5,000	\$ 1,000	Signs and striping only. Regional Network.
Warm Springs Rd.	Sonoma Valley	1	68A	Class II, Shoulders	Bennett Valley Rd.	Arnold Dr.	2.40	\$ 750,000	\$1,799,000	Roadway must be widened and additional right-of-way acquired.
Mark West Creek Trail	Windsor	4	98	Class I	Old Redwood Hwy.	SMART Railroad Trail	1.39	\$ 400,000	\$ 555,000	Connects Old Redwood Highway with SMART Bikeway near Airport Industrial Area.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 1 Projects (High)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Skylane Blvd.	Windsor	4	108	Class II	Airport Blvd.	Windsor Town Limits	0.52	\$ 25,000	\$ 13,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network.
SMART Rail Trail	Windsor and Healdsburg	4	88C	Class I	Windsor Town Limits	Healdsburg City Limits	2.05	\$ 400,000	\$ 821,000	Principal north / south route connecting cities along the Highway 101 corridor. Regional Network.
Larkfield / Wikiup Trail	Windsor and Santa Rosa	4	210	Class I	Windsor Town Limit	Santa Rosa City Limits	3.83	\$400,000	\$1,540,000	Provides Class I alternative to Old Redwood Hwy between Windsor, Larkfield / Wikiup, and Santa Rosa. Regional Network.

Priority 2 Projects (Medium)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Canyon Rd.	Cloverdale	4	103	Class II	Geyserville Ave.	Dry Creek Rd.	2.25	\$ 25,000	\$ 56,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Cloverdale / Lake Sonoma Trail	Cloverdale	4	203	Class I	Cloverdale City Limits	Lake Sonoma	5.08	\$ 400,000	\$2,034,000	Class I connection between Cloverdale adjacent to Dutcher Creek Road.
Crocker Rd.	Cloverdale	4	6	Class II	Cloverdale City Limits	River Rd.	0.68	\$ 25,000	\$ 17,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Dutcher Creek Rd.	Cloverdale	4	8	Class II	Cloverdale City Limits	Dry Creek Rd.	5.27	\$ 25,000	\$ 132,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Geyserville Ave. / Asti Rd.	Cloverdale	4	7B	Class II	Canyon Rd.	Weidersheim Rd.	3.72	\$ 25,000	\$ 93,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network.
Geyserville Ave. / Asti Rd.	Cloverdale	4	7C	Class II, Shoulders	Lytton Springs Rd.	Canyon Rd.	5.02	\$ 750,000	\$3,765,000	Roadway must be widened and additional right-of-way acquired. Regional Network.
Geyserville Ave. / Asti Rd.	Cloverdale	4	7A	Class II, Shoulders	Weidersheim Rd.	Airport Rd.	2.74	\$ 750,000	\$2,056,000	Roadway must be widened and additional right-of-way acquired. Regional Network.
State Hwy. 128	Cloverdale	4	100C	Class II, Shoulders	N. Cloverdale Blvd.	Mendo. Co. Line	4.43	\$ 750,000	\$3,323,000	Roadway must be widened and additional right-of-way acquired. Regional Network.
Theresa Dr.	Cloverdale	4	104	Class II	Asti Rd.	Dutcher Creek Rd.	0.12	\$ 25,000	\$ 3,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Bean Ave. – Ocean View Ave.	Coast	5	128	Class III	Ocean View Ave.	Sonoma Coast State Beach	0.23	\$ 5,000	\$ 1,000	Signs and striping only. Bodega Bay Trail segment B.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 2 Projects (Medium)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Bodega Ave.	Coast	5	131	Class III	State Hwy. 1	Windy Lane	0.23	\$ 5,000	\$ 1,000	Signs and striping only. Bodega Bay Trail segment 3C-1
Bodega Bay Trail	Coast	5	197A	Class I	State Hwy. 1	Jetty Campground	1.78	\$ 400,000	\$ 713,000	Bodega Bay Trail segments I and J
Coleman Valley Rd.	Coast	5	122	Class III	State Hwy. 1	Bohemian Hwy.	9.54	\$ 5,000	\$ 48,000	Signs and striping only.
Harbor View Dr.	Coast	5	134	Class III	Bodega Ave.	State Hwy. 1	0.25	\$ 5,000	\$ 1,000	Signs and striping only. Bodega Bay Trail segment 3C-2
Keefe Ave.	Coast	5	130	Class III	Bodega Bay Trail (1B)	Ocean View Ave.	0.12	\$ 5,000	\$ 1,000	Signs and striping only. Bodega Bay Trail segment C. Connects Hwy 1 with segment 1B Class I.
Ocean View Ave.	Coast	5	129	Class III	Keefe Ave.	State Hwy. 1	0.12	\$ N/A	\$ 1,000	Connects segments B and C of the Bodega Bay Trail with Hwy 1.
Smith Brothers Rd.	Coast	5	135	Class III	State Hwy. 1	State Hwy. 1	0.30	\$ 5,000	\$ 2,000	Signs and striping only. Bodega Bay Trail segment 5B.
State Hwy. 1	Coast	5	4G	Class II	Marin Co. Line	Valley Ford Rd.	1.52	\$ 25,000	\$ 38,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
State Hwy. 1	Coast	5	4C	Class II, Shoulders, Class III	State Hwy. 116	Meyer's Grade Rd.	6.05	\$ 390,000	\$2,360,000	Class II in climbing lanes, Class III in descending lanes. Roadway must be widened and additional right-of-way acquired.
State Hwy. 1	Coast	5	4A	Class II, Shoulders, Class III	Kruse Ranch Rd.	Gualala River Bridge	15.47	\$ 390,000	\$6,034,000	Class II in climbing lanes, Class III in descending lanes. Roadway must be widened and additional right-of-way acquired.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 2 Projects (Medium)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
State Hwy. 1	Coast	5	4B	Class III	Meyer's Grade Rd.	Kruse Ranch Rd.	16.12	\$ 5,000	\$ 81,000	Signs and striping only.
Taylor St.	Coast	5	132	Class III	State Hwy. 1	Bodega Ave.	0.04	\$ N/A	\$ 1,000	Signs and striping only. Bodega Bay Trail segment 3C-1.
Windy Lane	Coast	5	133	Class III	State Hwy. 1	Bodega Ave.	0.06	\$ N/A	\$ 1,000	Signs and striping only. Bodega Bay Trail segment 3C-1.
Alexander Valley Rd.	Healdsburg	4	14	Class II, Shoulders	Healdsburg Ave.	State Hwy. 128	3.83	\$ 750,000	\$2,874,000	Roadway must be widened and additional right-of-way acquired.
Eastside Rd.	Healdsburg	4	13	Class II, Shoulders	Old Redwood Hwy.	Trenton-Healdsburg Rd.	5.18	\$ 750,000	\$3,884,000	Roadway must be widened and additional right-of-way acquired.
Eastside Rd.	Healdsburg	4	13	Class III	Trenton-Healdsburg Rd.	Wholer Rd.	1.15	\$ 5,000	\$ 6,000	Signs and striping only.
Kinley Dr.	Healdsburg	4	107	Class III	Westside Rd.	Dry Creek Rd.	1.45	\$ 5,000	\$ 7,000	Signs and striping only.
State Hwy. 128	Healdsburg	4	100A	Class II, Shoulders	Chalk Hill Rd.	Napa Co. Line	9.22	\$ 750,000	\$6,912,000	Roadway must be widened and additional right-of-way acquired.
Adobe Creek Trail	Petaluma	2	198	Class I	Petaluma City Limits	Adobe Rd.	0.69	\$ 400,000	\$ 274,000	Connects Adobe Rd. and Frates Rd. to City of Petaluma Class I network.
Casa Grande Rd.	Petaluma	2	76	Class II, Shoulders	Adobe Rd.	Petaluma City Limits	0.60	\$ 750,000	\$ 446,000	Roadway must be widened and additional right-of-way acquired.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 2 Projects (Medium)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Chileno Valley Rd.	Petaluma	2	178	Class III	Western Ave.	Marin Co. Line	3.52	\$ 5,000	\$ 18,000	Signs and striping only.
Ely Rd.	Petaluma	2	80	Class II	Old Redwood Hwy.	Petaluma City Limits	1.16	\$ 25,000	\$ 28,934	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Pepper Rd.	Petaluma	2	175	Class II, Shoulders	Bodega Ave. (Petaluma)	Meacham Rd.	2.59	\$ 750,000	\$1,942,000	Roadway must be widened and additional right-of-way acquired.
Petaluma Marsh Trail	Petaluma	2,5	200	Class I	Petaluma City Limits	Port Sonoma	11.05	\$ 400,000	\$4,420,000	Class I alternative route to Lakeville Highway Class II.
San Antonio Rd.	Petaluma	2	179	Class III	"D" Street	State Hwy. 101	3.64	\$ 5,000	\$ 18,000	Signs and striping only.
Tomales Rd.	Petaluma	2	177	Class III	Valley Ford Rd.	Marin Co. Line	1.93	\$ 5,000	\$ 10,000	Signs and striping only.
Laguna de Santa Rosa Trail	Rohnert Park / Cotati	2, 5	91A	Class I	Rohnert Park City Limits	Stony Point Rd.	0.57	\$ 400,000	\$ 227,000	Segment P10 of the Laguna de Santa Rosa Trail along a SCWA flood control channel.
Bellevue Creek Trail	Rohnert Park/Cotati	3, 5	195	Class I	Petaluma Hill Rd.	Stony Point Rd.	4.74	\$ 400,000	\$1,897,000	Provides Highway 101 undercrossing. Connects to Laguna de Santa Rosa Trail.
Bellevue Creek Trail Connector	Rohnert Park/Cotati	3	196	Class I	Bellevue Creek Trail	Rohnert Park City Limits	0.23	\$ 400,000	\$ 92,000	Connects Rohnert Park "F" section to Bellevue Creek Trail
Gossage Creek Trail	Rohnert Park/Cotati	5	190	Class I	Laguna de S.R. Trail	Derby Lane	1.04	\$ 400,000	\$ 416,000	Connection between Rohnert Park Expressway and Stony Point Rd / Hwy 116 intersection along SCWA easements.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 2 Projects (Medium)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Millbrae Ave.	Rohnert Park/Cotati	2	145	Class II, Shoulders	Rohnert Park City Limits	Stony Point Rd.	1.31	\$ 750,000	\$ 986,000	Roadway must be widened and additional right-of-way acquired.
Mountain View Ave.	Rohnert Park/Cotati	3	53B	Class III	Santa Rosa Ave.	Hunter Lane	1.00	\$ 5,000	\$ 5,000	Signs and striping only.
Derby Lane	Rohnert Park/Cotati Area	2	142	Class III	State Hwy. 116	Laguna de S.R. Trail	0.54	\$ 5,000	\$ 3,000	Signs and striping only.
West Sierra Ave.	Rohnert Park/Cotati Area	2	54	Class II, Shoulders	Cotati City Limits	Stony Point Rd.	1.25	\$ 750,000	\$ 938,000	Roadway must be widened and additional right-of-way acquired.
Armstrong Woods Rd.	Russian River	5	120	Class II	State Hwy. 116	State Park Entrance	1.84	\$ 25,000	\$ 46,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Dutch Bill Creek Trail	Russian River	5	96	Class I	State Hwy. 116	Graton Rd.	5.46	\$ 400,000	\$2,185,000	Class I along portions of North Pacific Coast Railroad right-of-way. Connects Occidental to Russian River Trail at Monte Rio.
Occidental Camp Meeker Rd.	Russian River	5	127	Class III	Morelli Lane	Bohemian Hwy.	1.26	\$ 5,000	\$ 6,000	Signs and striping only. Regional Network.
Wohler Rd.	Russian River	4, 5	39	Class III	River Rd.	Westside Rd.	1.73	\$ 5,000	\$ 9,000	Signs and striping only.
Doran Beach Rd.	Russian River / Coast	5	44	Class II, Shoulders	State Hwy. 1	Jetty Campground	2.22	\$ 750,000	\$1,669,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Bodega Bay Trail segment F.
Kenwood / Santa Rosa Trail	Santa Rosa	1	92	Class I	Warm Springs Rd.	Annadel State Park	2.08	\$ 400,000	\$ 832,000	Provides connection south of Kenwood to Annadel State Park.

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Priority 2 Projects (Medium)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Laguna de Santa Rosa Trail	Santa Rosa	5	91A	Class I	Stony Point Rd.	S.R. Wastewater Plant	1.92	\$ 400,000	\$ 767,000	Segment P15 of the Laguna de Santa Rosa Trail along SCWA easements.
Laguna de Santa Rosa Trail	Santa Rosa	5	91B	Class I	S.R. Wastewater Plant	Todd Rd.	1.39	\$ 400,000	\$ 554,000	Segment P20 of the Laguna de Santa Rosa Trail along SCWA easements.
Llano Rd.	Santa Rosa	5	30	Class II	State Hwy. 12	State Hwy. 116	4.40	\$ 25,000	\$ 110,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Moraga Drive	Santa Rosa	3	213	Class III	Aston Avenue	Kawana Elementary School	0.36	\$ 5,000	\$ 2,000	Signs and striping only.
North Dutton Ave.	Santa Rosa	5	116	Class II	Santa Rosa City Limits	Hearn Ave.	0.78	\$ 25,000	\$ 20,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Piner Rd. / Olivet Rd.	Santa Rosa	4	29	Class II, Shoulders	Fulton Rd.	River Rd.	3.76	\$ 750,000	\$2,819,000	Roadway must be widened and additional right-of-way acquired.
Green Valley / Vine Hill Rd.	Sebastopol	5	47A	Class II	Atascadero Creek	Ross Rd.	0.14	\$ 25,000	\$ 3,500	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Green Valley / Vine Hill Rd.	Sebastopol	5	47B	Class II, Shoulders	Ross Rd.	Guerneville Rd.	0.89	\$ 750,000	\$ 668,000	Roadway must be widened and additional right-of-way acquired.
Lynch Rd.	Sebastopol	5	140	Class III	Sebastopol City Limits	Beattie Lane	0.43	\$ 5,000	\$ 2,000	Signs and striping only.
Valley Ford – Freestone Rd.	Sebastopol	2, 5	136	Class II	State Hwy. 1	Bodega Hwy.	2.59	\$ 25,000	\$ 65,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 2 Projects (Medium)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Salmon Creek Trail	Sebastopol and Coast	5	207	Class I	First St. (Occidental)	Town of Bodega	3.78	\$ 400,000	\$1,514,000	Class I along portions of North Pacific Coast Railroad right-of-way. Connects Occidental to Town of Bodega.
Petaluma / Sebastopol Trail	Sebastopol and Petaluma	2, 5	201	Class I	Petaluma City Limits	Sebastopol City Limits	11.19	\$ 400,000	\$4,478,000	Follows abandoned Petaluma and Santa Rosa Railroad right of way south of Hwy 116 and east of hwy 101.
Laguna de Santa Rosa Trail Extension	Sebastopol and Russian River	5	184	Class I	Santa Rosa Creek Trail	Riverfront Park (Eastside Rd.)	5.61	\$ 400,000	\$2,243,000	Connects end of Santa Rosa Creek Trail to Russian River.
State Hwy. 121	Sonoma Valley	1	101A	Class II	Napa Rd.	Napa Co. Line	0.94	\$ 25,000	\$ 24,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Bay Trail. Regional Network.
5 th St. West	Sonoma Valley	1	156	Class II	Sonoma City Limits	Leveroni Rd.	0.36	\$ 25,000	\$ 9,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
8 th St. East	Sonoma Valley	1	154	Class II, Shoulders	East Napa St.	State Hwy. 121	3.09	\$ 750,000	\$2,316,000	Roadway must be widened and additional right-of-way acquired. Regional Network.
Bennett Valley Rd.	Sonoma Valley	1	66B	Class III	Grange Rd.	Warm Springs Rd.	5.42	\$ 5,000	\$ 27,000	Signs and striping only.
Burndale Rd.	Sonoma Valley	1	67	Class III	Napa Rd.	Dale Ave.	2.81	\$ 5,000	\$ 14,000	Signs and striping only. Portion of Bay Trail.
Dale Ave.	Sonoma Valley	1	152	Class III	Burndale Rd.	Ramal Rd.	0.49	\$ 5,000	\$ 2,000	Signs and striping only. Bay Trail Segment VI.
Denmark St.	Sonoma Valley	1	65	Class II	Fifth St.	East Napa Rd.	1.72	\$ 25,000	\$ 43,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 2 Projects (Medium)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Dunbar Rd.	Sonoma Valley	1	160	Class III	Arnold Dr.	State Hwy. 12	1.64	\$ 5,000	\$ 8,000	Signs and striping only.
East Napa St.	Sonoma Valley	1	153	Class III	Sonoma limits	8 th St. East	0.21	\$ 5,000	\$ 1,000	Signs and striping only.
MacArthur St. East	Sonoma Valley	1	157	Class II, Shoulders	Sonoma City Limits	8 th St. East	0.33	\$ 750,000	\$ 245,000	Roadway must be widened and additional right-of-way acquired.
Madrone Rd.	Sonoma Valley	1	149	Class II	State Hwy. 12	Arnold Dr.	0.88	\$ 25,000	\$ 22,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
State Hwy. 121	Sonoma Valley	1	101C	Class II	State Hwy. 37	Bisso Rd.	3.24	\$ 25,000	\$ 81,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network.
Faught Rd.	Windsor	4	18	Class II, Shoulders	Old Redwood Hwy.	Pleasant Ave.	2.55	\$ 750,000	\$1,915,000	Roadway must be widened and additional right-of-way acquired.
Mark West Station Rd.	Windsor	4	110	Class III	Trenton – Healdsburg Rd.	Slusser Rd. – Windsor Rd.	2.22	\$ 5,000	\$ 11,000	Signs and striping only.
Pleasant Ave.	Windsor	4	16	Class II, Shoulders	Windsor Town Limits	Chalk Hill/Faught Rd.	0.88	\$ 750,000	\$ 658,000	Roadway must be widened and additional right-of-way acquired.
Slusser Rd. / Windsor Rd.*	Windsor	4	111	Class III	River Rd.	Windsor Town Limits	3.40	\$ 5,000	\$ 17,000	Signs and striping only.
Trenton Rd. / Healdsburg Rd.	Windsor	4	17	Class II, Shoulders	River Rd.	Eastside Rd.	1.32	\$ 750,000	\$ 989,000	Roadway must be widened and additional right-of-way acquired.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 2 Projects (Medium)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Windsor River Rd.	Windsor	4	109	Class II	Eastside Rd.	Windsor Town Limits	0.59	\$ 25,000	\$ 15,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.

Priority 3 Projects (Low)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Cloverdale River Trail	Cloverdale	4	205	Class I	Cloverdale City Limits	Theresa Dr.	3.43	\$ 400,000	\$1,372,000	Class I adjacent to Russian River. Connects to SMART Class I bikeway.
Foothill Blvd. Extension	Cloverdale	4	105	Class II	Kelly Rd.	Sandholm Rd.	0.29	\$ 25,000	\$ 7,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Foothill Blvd. Extension	Cloverdale	4	105	Class II	Cloverdale City Limits	Cloverdale City Limits	0.37	\$ 25,000	\$ 9,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Geysers Rd.	Cloverdale	4	9	Class II, Shoulders	River Rd.	Mendo. Co. Line	2.59	\$ 750,000	\$1,945,000	Roadway must be widened and additional right-of-way acquired.
River Rd.	Cloverdale	4	10	Class II, Shoulders	Crocker Rd.	Geysers Rd.	1.00	\$ 750,000	\$ 748,000	Roadway must be widened and additional right-of-way acquired.
Fort Ross Rd.	Coast	5	123	Class III	State Hwy. 1	Cazadero Hwy.	10.59	\$ 5,000	\$ 53,000	Signs and striping only.
Kruse Ranch Rd.	Coast	5	126	Class III	Seaview Rd.	State Hwy. 1	3.65	\$ 5,000	\$ 18,000	Signs and striping only.
Meyers Grade Rd.	Coast	5	124	Class III	State Hwy. 1	Fort Ross Rd.	4.92	\$ 5,000	\$ 25,000	Signs and striping only.
Saddle Draw Trail	Healdsburg	4	186	Class I	Passalaqua Rd.	Healdsburg City Limits	0.15	\$ 400,000	\$ 60,000	Connection through proposed City of Healdsburg park facility.
Bodega Ave.	Petaluma	2	74A	Class II	Petaluma City Limits	King Rd.	3.59	\$ 25,000	\$ 90,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 3 Projects (Low)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Bodega Ave.	Petaluma	2	74C	Class II	Middle Two Rock Rd.	Valley Ford Rd.	1.69	\$ 25,000	\$ 42,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Bodega Ave.	Petaluma	2	74B	Class II, Shoulders	King Rd.	Middle Two Rock Rd.	2.08	\$ 750,000	\$1,557,000	Roadway must be widened and additional right-of-way acquired.
D St.	Petaluma	2	82	Class II	Petaluma City Limits	Marin Co. Line	3.11	\$ 25,000	\$ 78,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Lakeville Hwy.	Petaluma	2	81	Class II	State Hwy. 116	State Hwy. 37	6.98	\$ 25,000	\$ 174,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Meacham Rd.	Petaluma	2	176	Class II	Pepper Rd.	Stony Point Rd.	1.90	\$ 25,000	\$ 47,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Petaluma River Trail	Petaluma	2	199	Class I	Petaluma City Limits	Petaluma City Limits	0.36	\$ 400,000	\$ 144,000	Connection between central Petaluma and SMART Class I.
Purrington Rd.	Petaluma	2	180	Class III	"I" Street	Mountain View Ave.	0.41	\$ 5,000	\$ 2,000	Signs and striping only.
Reclamation Rd.	Petaluma	1, 2	181	Class III	State Hwy. 37	SMART Right-of-Way	0.47	\$ 5,000	\$ 2,000	Signs and striping only. On street connection between Bay Trail segments.
Bodway Extension	Rohnert Park	4	200	Class II	Rohnert Park City Limits	Railroad Ave.	0.81	\$ 25,000	\$ 20,000	Class II Bikeway included as part of new road construction.
Crane Creek Trail	Rohnert Park/Cotati	3	192	Class I	Snyder Lane	Petaluma Hill Rd.	1.06	\$ 400,000	\$ 423,000	Connection along SCWA flood control channel between Rohnert Park and Petaluma Hill Road.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 3 Projects (Low)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Five Creek Trail	Rohnert Park/Cotati	3	193	Class I	Snyder Lane	Petaluma Hill Rd.	1.05	\$ 400,000	\$ 419,000	Connects Rohnert Park and Petaluma Hill Road along SCWA flood control channel.
Grange Rd.	Rohnert Park/Cotati	1	148	Class II, Shoulders, Class III	Bennett Valley Rd.	Alta Monte Dr.	2.10	\$ 380,000	\$ 798,000	Class II in climbing lanes, Class III in descending lanes. Roadway must be widened and additional right-of-way acquired.
Hunter Creek Trail Extension	Rohnert Park/Cotati	3	97	Class I	Hunter Creek	Snyder Lane	0.10	\$ 400,000	\$ 41,000	Connection between Snyder Land and Hunter Creek Trail
University District Trail	Rohnert Park/Cotati	3	194	Class I	Keiser Ave.	Moura Lane	0.76	\$ 400,000	\$ 302,000	Connection between Rohnert Park "G" section and Sonoma State University.
Crane Canyon	Rohnert Park/Cotati Area	1, 3	56	Class III	Alta Monte Dr.	Petaluma Hill Rd.	1.53	\$ 5,000	\$ 8,000	Signs and striping only.
Dowdell Street	Rohnert Park/Cotati Area	2	143	Class II, Shoulders	Wilfred Ave.	Millbrae Ave.	0.72	\$ 750,000	\$ 540,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Roberts Rd. / Pressley Rd.	Rohnert Park/Cotati Area	1	55	Class III	Petaluma Hill Rd.	Sonoma Mtn. Rd.	4.24	\$ 5,000	\$ 21,000	Signs and striping only.
Rohnert Park Expressway	Rohnert Park/Cotati Area	2	58	Class II	Rohnert Park City Limits	Stony Point Rd.	0.58	\$ 25,000	\$ 15,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Snyder Lane	Rohnert Park/Cotati Area	3	59	Class II	Rohnert Park City Limits	Petaluma Hill Rd.	0.68	\$ 25,000	\$ 17,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Valley House Dr.	Rohnert Park/Cotati Area	3	146	Class II	Rohnert Park City Limits	Petaluma Hill Rd.	0.50	\$ 25,000	\$ 13,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 3 Projects (Low)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Wilfred Ave.	Rohnert Park/Cotati Area	2	144	Class II, Shoulders	Rohnert Park City Limits	Stony Point Rd.	1.43	\$ 750,000	\$1,074,000	Roadway must be widened and additional right-of-way acquired.
Bohemian Highway / Main Street	Russian River	5	41A	Class III	State Hwy. 116	Morelli Lane	5.23	\$ 5,000	\$ 26,000	Signs and striping only. Regional Network.
Bohemian Highway / Main Street	Russian River	5	41B	Class III	Occ.-Camp Meeker Rd.	Bodega Hwy.	4.06	\$ 5,000	\$ 20,000	Signs and striping only.
Cazadero Hwy. / Austin Creek Rd.*	Russian River	5	121	Class III	State Hwy. 116	Fort Ross Rd.	6.31	\$ 5,000	\$ 32,000	Signs and striping only.
Monte Rio / Willow Creek Trail	Russian River	5	209	Class I	Monte Rio Bridge	Sonoma Coast State Park	7.51	\$ 400,000	\$3,004,000	Provides access to Russian River between Monte Rio and Coast. Portions of trail flood, summertime use only.
Moscow Rd.	Russian River	5	40	Class III	Bohemian Hwy.	Casini Ranch	3.49	\$ 5,000	\$ 17,000	Signs and striping only.
Occidental Rd.	Russian River	5	42	Class III	Green Hill Rd.	Atascadero Creek	1.70	\$ 5,000	\$ 9,000	Signs and striping only.
Seaview Rd.	Russian River / Coast	5	125	Class III	Fort Ross Rd.	Kruse Ranch Rd.	6.65	\$ 5,000	\$ 33,000	Signs and striping only.
Barnes Rd.	Santa Rosa	4	119	Class III	Santa Rosa City Limits	River Rd.	0.88	\$ 5,000	\$ 4,000	Signs and striping only.
Calistoga Rd.	Santa Rosa	1	117	Class III	Santa Rosa City Limits	Petrified Forest Rd.	5.53	\$ 5,000	\$ 28,000	Signs and striping only.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 3 Projects (Low)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Frei Rd.	Santa Rosa	5	32	Class II, Shoulders	State Hwy. 116	Guerneville Rd.	1.41	\$ 750,000	\$1,057,000	Roadway must be widened and additional right-of-way acquired.
Hansen Dr	Santa Rosa	1	214	Class III	Middle Rincon Rd.	Santa Rosa City Limits	0.2	\$ 5,000	\$ 1,000	Signs and striping only.
Irwin Lane	Santa Rosa	5	114	Class III	State Hwy. 12	Occidental Rd.	0.79	\$ 5,000	\$ 4,000	Signs and striping only.
Laguna Rd. / Old Trenton Rd.	Santa Rosa	5	32A	Class II	Guerneville Rd.	Vine Hill Rd.	1.31	\$ 25,000	\$ 33,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Laguna Rd. / Old Trenton Rd.	Santa Rosa	5	32B	Class II, Shoulders	Vine Hill Rd.	River Rd.	1.39	\$ 750,000	\$1,041,000	Roadway must be widened and additional right-of-way acquired.
Mark West Springs / Porter Creek Rd.	Santa Rosa	1, 3, 4	33	Class II, Shoulders	State Hwy. 101	Petrified Forest Rd.	9.72	\$ 750,000	\$7,288,000	Roadway must be widened and additional right-of-way acquired.
Peterson Creek Trail	Santa Rosa	4, 5	95	Class I	Santa Rosa Creek Trail	Santa Rosa City Limits	1.41	\$ 400,000	\$ 564,000	Connection between Fulton Road and Santa Rosa Creek Trail along SCWA flood control channel.
Petrified Forest Rd.	Santa Rosa	4	33	Class II, Shoulders	Porter Creek Rd.	Napa Co. Line	2.37	\$ 750,000	\$1,774,000	Roadway must be widened and additional right-of-way acquired.
Santa Rosa Ave.	Santa Rosa	3	35	Class II	Roberts Lake Rd.	Santa Rosa City Limits	1.98	\$ 25,000	\$ 49,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements. Regional Network.
St. Helena Rd.	Santa Rosa	1	118	Class III	Calistoga Rd.	Napa Co. Line	6.47	\$ 5,000	\$ 32,000	Signs and striping only.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 3 Projects (Low)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Todd Creek Trail	Santa Rosa	3	212	Class I	Hunter Creek Trail	Bellevue Ave. Extension	1.53	\$ 400,000	\$612,000	North / south Class I alternative to Santa Rosa Avenue.
Wallace Rd. / Reibli Rd.	Santa Rosa	3	36	Class III	Santa Rosa City Limits	Mark West Springs Rd.	3.80	\$ 5,000	\$ 19,000	Signs and striping only.
West Ave.	Santa Rosa	5	215	Class 2	Santa Rosa City Limits	Hearn Ave.	0.51	\$ 25,000	\$ 13,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Willowside Rd.	Santa Rosa	4, 5	34	Class II, Shoulders	Hall Rd.	Piner Rd.	2.01	\$ 750,000	\$1,510,000	Roadway must be widened and additional right-of-way acquired.
Bloomfield Rd.	Sebastopol	5	49A	Class II	Lone Pine Rd.	State Hwy. 116	0.94	\$ 25,000	\$ 24,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Bloomfield Rd.	Sebastopol	2, 5	49B	Class II, Shoulders	Pleasant Hill Rd.	Lone Pine Rd.	0.85	\$ 750,000	\$ 637,000	Roadway must be widened and additional right-of-way acquired.
Bodega Hwy.	Sebastopol	5	45	Class II	Jonive Rd.	Bohemian Hwy.	0.69	\$ 25,000	\$ 17,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Danmar Drive	Sebastopol	5	139	Class III	Sebastopol City Limits	Norlee St.	0.03	\$ N/A	\$ 1,000	Signs and striping only. Joint project with Sebastopol to upgrade segment of Danmar Dr. in unincorporated area.
Graton Rd.	Sebastopol	5	43C	Class II, Shoulders	Bohemian Hwy.	Acreage Lane	0.59	\$ 750,000	\$ 446,000	Roadway must be widened and additional right-of-way acquired. Regional Network.
Graton Rd.	Sebastopol	5	43B	Class III	Acreage Lane	Dyer Ave.	4.43	\$ 5,000	\$ 22,000	Signs and striping only. Regional Network.

2010 Sonoma County Bicycle and Pedestrian Plan

Priority 3 Projects (Low)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Green Hill Rd.	Sebastopol	5	42	Class III	Graton Rd.	Occidental Rd.	0.89	\$ 5,000	\$ 4,500	Signs and striping only.
Lone Pine Rd.	Sebastopol	5	50A	Class II	Blucher Creek	Bloomfield Rd.	1.26	\$ 25,000	\$ 32,000	Adequate right-of-way for Class II. Signs, striping, brush removal, and minor improvements.
Lone Pine Rd.	Sebastopol	2, 5	50B	Class II, Shoulders	State Hwy. 116	Blucher Creek	0.30	\$ 750,000	\$ 223,000	Roadway must be widened and additional right-of-way acquired.
Laguna de Santa Rosa Trail	Sebastopol and Rohnert Park/Cotati	5	185	Class I	Joe Rodota Trail	S.R. Wastewater Plant	4.17	\$ 400,000	\$1,669,000	Alternative alignment to Laguna de Santa Rosa Trail Projects 91A and 91B.
7th St. East	Sonoma Valley	1	155	Class III	Lovall Valley Rd.	Denmark St.	0.99	\$ 5,000	\$ 5,000	Signs and striping only.
Lovall Valley Rd.	Sonoma Valley	1	158	Class III	Sonoma City Limits	7th St. East	0.20	\$ 5,000	\$ 1,000	Signs and striping only.
Ramal Rd.	Sonoma Valley	1	70	Class III	State Hwy. 121	Napa Co. Line	4.39	\$ 5,000	\$ 22,000	Signs and striping only. Regional Network.
Riverside Dr.	Sonoma Valley	1	151	Class III	Petaluma Ave.	Verano Ave.	0.79	\$ 5,000	\$ 4,000	Signs and striping only.
Robinson Rd.	Sonoma Valley	1	159	Class III	Sonoma City Limits	Verano Ave.	0.10	\$ N/A	\$ 1,000	Signs and striping only.
Skaggs Island Rd.	Sonoma Valley	1	71	Class III	Ramal Rd.	Napa Co. Line	5.29	\$ 5,000	\$ 26,000	Signs and striping only.

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Priority 3 Projects (Low)

Route Segments	Project Area	Super-visorial District	Project Number	Bikeway Class	Begin Point	End Point	Miles	Cost / Mile	Cost Estimate	Notes
Sonoma Mtn. Rd.	Sonoma Valley	1	69	Class III	Bennett Valley Rd.	Warm Springs Rd.	7.64	\$ 5,000	\$ 38,000	Signs and striping only.
Trinity Rd.	Sonoma Valley	1	150	Class III	State Hwy. 12	Napa Co. Line	4.58	\$ 5,000	\$ 23,000	Signs and striping only.
Warm Springs Rd.	Sonoma Valley	1	68B	Class II, Shoulders	State Hwy. 12	Bennett Valley Rd.	2.73	\$ 750,000	\$2,044,598	Roadway must be widened and additional right-of-way acquired.
Brickway Extension	Windsor	2	201	Class II	Brickway Ave.	River Rd.	0.87	\$ 25,000	\$ 22,000	Class II Bikeway included as part of new road construction.
Chalk Hill Rd.	Windsor	4	18	Class III	Pleasant Ave.	State Hwy. 128	8.18	\$ 5,000	\$ 41,000	Signs and striping only.
East Shiloh Rd.	Windsor	4	19	Class II, Shoulders	Windsor Town Limits	Faught Rd.	0.81	\$ 750,000	\$ 605,000	Roadway must be widened and additional right-of-way acquired.
Gumview Trail	Windsor	4	188	Class I	Windsor Town Limits	Windsor River Rd.	0.63	\$ 400,000	\$ 253,000	Town of Windsor project to be developed by Sonoma County Regional Park Department
Jaguar Ave.	Windsor	4	112	Class III	Windsor River Rd.	Starr Rd.	0.76	\$ 5,000	\$ 4,000	Signs and striping only.
Jensen Trail	Windsor	4	187A	Class I	Vinecrest Rd.	Windsor Town Limits	0.26	\$ 400,000	\$ 103,000	Provides Jensen Lane extension through unincorporated area.
Jensen Trail	Windsor	4	187B	Class I	Windsor Town Limits	Jensen Lane	0.26	\$ 400,000	\$ 103,000	Provides Jensen Lane extension through unincorporated area.

APPENDIX B STATE AND FEDERAL SAFE ROUTES TO SCHOOL MATRIX

Criteria	State-Legislated Program - SR2S	Federal Program - SRTS
Legislative Authority	Streets & Highways Code Section 2330-2334	Section 1404 in Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
Expires	AB 57 extends program indefinitely	SAFETEA-LU Expired in September 30, 2009. Extended by H.R. 2918. Reauthorization expected early 2010.
Eligible Applicants	Cities and counties	State, local, and regional agencies experienced in meeting Federal transportation requirements. Non-profit organizations, school districts, public health departments, and native American tribes must partner with a city, county, metropolitan planning organization, or regional transportation planning agency to serve as the responsible agency for their project.
Eligible Projects	Infrastructure projects	Infrastructure projects or non-infrastructure projects including education, outreach, data collection, planning, and purchase of safety-related equipment and materials.
Local Match	10% required	None
Project Completion Deadline	Within 4 State fiscal years (FY) after project funds are allocated.	Within 4 Federal FYs after funds are obligated.
Location of Infrastructure Projects	Must be located in the vicinity of a school	Infrastructure projects must be within 2 miles of a grade school or middle school
Targeted Beneficiaries	Children in grades K-12	Children in grades K-8

APPENDIX C: COUNT LOCATIONS

Location Number	Primary Street	Cross Street	Notes
<i>Cloverdale Area</i>			
1	Crocker Road	River Road	Touring & Recreational Route
<i>Coast Area</i>			
2	Highway 1	Gualala River Bridge - County Line	Touring & Recreational Route / Connection to Mendocino County
3	Highway 1	Annapolis Road	Touring & Recreational Route
4	Highway 1	Stewarts Point Road	Touring & Recreational Route
5	Highway 1	Timber Cove Road	Touring & Recreational Route
6	Highway 1	Fort Ross Road	Touring & Recreational Route
7	Highway 1	Myers Grade Road	Touring & Recreational Route
8	Highway 1	Highway 116	Touring & Recreational Route
9	Highway 1	Coleman Valley Road	Touring & Recreational Route
10	Highway 1	Bay Hill Road	Touring & Recreational Route
11	Highway 1	Freestone Valley Ford Road	Touring & Recreational Route
12	Highway 1	Valley Ford Road	Touring & Recreational Route Junction Connector to Marin County
13	Bay Flat Road	Eastshore Drive	Touring & Recreational Route
14	Doran Park Road	Highway 1	Recreational Route / State Park
15	Willow Creek Road	Coleman Valley Road	Touring & Recreational Route
16	Bohemian Highway	Coleman Valley Road	Touring & Recreational Route
17	Bodega Highway	Freestone Valley Ford Road	Touring & Recreational Route
<i>Cotati / Rohnert Park Area</i>			
18	Stony Point Road	Highway 116	Primary Network Junction
19	Stony Point Road	West Sierra Avenue	Primary Network Junction
20	Stony Point Road	Mecham Road	Primary Network Route
21	Old Redwood Highway	Railroad Avenue	Primary Network Route
22	Petaluma Hill Road	Railroad Avenue	Primary Network Route
23	Petaluma Hill Road	Snyder Lane	Primary Network Junction
24	Rohnert Park Expressway	Stony Point Road	Primary Network Junction

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Location Number	Primary Street	Cross Street	Notes
<i>Forestville Area</i>			
25	Highway 116	Mirabel Road	Primary Network Junction
26	Highway 116	Covey Road	Primary Network Route / Community Center / School
27	River Road	Mirabel Road	Primary Network Junction
28	Highway 116	Guerneville Road	Primary Network Junction
29	River Road	Laguna Road	Primary Network Junction
<i>Geyserville Area</i>			
30	Highway 128	Geysers Road	Touring & Recreational Route
31	Highway 128	Pine Flat Road	Touring & Recreational Route
32	Highway 128	Franz Valley Road	Touring & Recreational Route
33	Highway 128	Chalk Hill Road (west intersection)	Touring & Recreational Route
<i>Graton Area</i>			
34	Graton Road	Ross Road	Local Route
35	Highway 116	Occidental Road	Primary Network Junction
36	West County Trail	Ross Station Road	Primary Network Route
<i>Healdsburg Area</i>			
37	Healdsburg Avenue	Alexander Valley Road	Primary Network Junction
38	West Dry Creek Road	Westside Road	Touring & Recreational Route
39	West Dry Creek Road	Lambert Bridge Road	Touring & Recreational Route
40	Dry Creek Road	Lytton Springs Road	Primary Network Route
41	Dry Creek Road	Lambert Bridge Road	Primary Network Route
<i>Petaluma Area</i>			
42	Adobe Road	Main Street (Penngrove)	Primary Network Junction
43	Adobe Road	Old Redwood Highway	Primary Network Junction
44	Adobe Road	Corona Road	Primary Network Route
45	Adobe Road	Casa Grande Avenue	Primary Network / School
46	Adobe Road	Stage Gulch Road (SR 116)	Primary Network Junction
47	Stage Gulch Road (SR 116)	Lakeville Highway (SR 116)	Primary Network Junction

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Location Number	Primary Street	Cross Street	Notes
48	D Street	San Antonio Road	Touring & Recreational Route Connector to Marin County
49	Western Avenue	Chileno Valley Road	Recreational / Regional Park
50	Bodega Avenue	Pepper Road	Primary Network Route / Touring & Recreational Route
51	Bodega Avenue	Two Rock - Fallon Road	Primary Network Route / Touring & Recreational Route
52	Valley Ford Road	Highway 1	Touring & Recreational Route Connector to Marin County
Russian River Area			
53	River Road	Trenton Healdsburg Road	Primary Network Route
54	River Road	Westside Road	Primary Network Route
55	Highway 116	Mays Canyon Road	Touring & Recreational Route
56	Highway 116	Neeley Road	Primary Network Route / Community Center
57	Main Street	Armstrong Woods Road	Primary Network Route / Community Center
58	Highway 116	Lovers Lane	Primary Network
59	Highway 116	Foothill Drive	Primary Network / School
60	Highway 116	Cazadero Highway	Primary Network Route
61	Moscow Road	Bohemian Highway	Primary Network Route / Community Center
62	Moscow Road	Freezeout Road	Touring & Recreational Route
Santa Rosa Area			
63	Bennett Valley Road	Sonoma Mountain Road	Primary Network Route
64	Grange Road	Crane Canyon Road	Primary Network Route
65	Stony Point Road	Todd Road	Primary Network Route
66	Ludwig Avenue	South Wright Road	Local Route
67	Hall Road	Willowside Road	Primary Network Route / School
68	Fulton Road	River Road	Primary Network Junction
69	Santa Rosa Creek Trail	Willowside Road	Primary Network Junction
70	Old Redwood Highway	Fountain Grove Parkway	Primary Network Route / Connector to Santa Rosa
71	Old Redwood Highway	Mark West Springs Road	Primary Network Junction
72	Riebli Road	Mark West Springs Road	Primary Network Junction
73	Calistoga Road	St. Helena Road	Touring & Recreational Route. Junction Connector to Napa County

2010 Sonoma County Bicycle and Pedestrian Plan

Location Number	Primary Street	Cross Street	Notes
74	Santa Rosa Avenue	Hunter Creek Trail	Primary Network Route
<i>Sebastopol Area</i>			
75	West County Trail (Mill Station Rd.)	Highway 116	Primary Network Junction
76	Highway 116	Occidental Road	Primary Network Junction
77	Joe Rodota Trail	Llano Road	Primary Network Junction
78	Occidental Road	Piezzi Road	Primary Network Route
79	Occidental Road	High School Road	Primary Network Route
80	Bodega Highway	Watertrough Road	Primary Network Route
81	Bodega Highway	Jonive Road	Primary Network Route
82	Highway 116	Bloomfield Road	Primary Network Route
<i>Sonoma Valley and Sonoma Area</i>			
83	Sonoma Highway	Lawndale Road	Primary Network Route
84	Sonoma Highway	Warm Springs Road	Primary Network Route
85	Leveroni Road	5th Street West	Primary Network Route
86	Napa Road	5th Street East	Primary Network Route
87	Leveroni Road	Arnold Drive	Primary Network Junction
88	Napa Road	Denmark Road	Primary Network Route
89	Napa Road	8th Street East	Primary Network Route
90	Arnold Drive	Madrone Road	Primary Network Route
91	Arnold Drive	Boyes Boulevard	Primary Network Route
92	Arnold Drive	Verano Avenue	Primary Network Route
93	Arnold Drive	Petaluma Avenue	Primary Network Route
94	Sonoma Highway	Agua Caliente Road	Primary Network Route
95	Sonoma Highway	Boyes Boulevard	Primary Network Route
96	Agua Caliente Road	Arnold Drive	Primary Network Route
97	Freemont Drive	8th Street East	Primary Network Route
98	Highway 37	Highway 121	Touring & Recreational Route Junction Connector to Napa County
<i>Windsor Area</i>			
99	Old Redwood Highway	Eastside Road	Primary Network Route

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Location Number	Primary Street	Cross Street	Notes
100	Chalk Hill Road	Pleasant Avenue	Primary Network Route
101	Airport Boulevard	Skylane Boulevard	Primary Network Route
102	Slusser Road	Mark West Station Road	Recreational Route
103	Windsor River Road	Eastside Road	Primary Network Junction
104	Fulton Road	Airport Boulevard	Primary Network Junction

APPENDIX D: RESOLUTION 10-0636

#39

Resolution No. 10-0636

**County of Sonoma
Santa Rosa, CA 95403**

Date: 8/24/2010

GPA10-0002 Gary Helfrich

Resolution Of The Board Of Supervisors Of The County Of Sonoma, State Of California, Adopting The 2010 Sonoma County Bicycle and Pedestrian Plan, Amending The Circulation And Transit And Open Space And Resource Conservation Elements Of The Sonoma County General Plan To Incorporate The Goal, Objectives, And Policies Of The 2010 Sonoma County Bicycle And Pedestrian Plan, And Adopting a Negative Declaration.

Whereas, The 2010 Bicycle and Pedestrian Plan and amendments of the Sonoma County General Plan Circulation and Transit Element and the Open Space and Resource Conservation Elements that would incorporate the goal, objectives, and policies of the 2010 Bicycle and Pedestrian Plan into the Sonoma County General Plan are internally consistent with the goals, objectives and policies of the General Plan, including:

GOAL CT-1: *Provide a well integrated and sustainable circulation and transit system that supports a city and community centered growth philosophy through a collaborative effort of all the Cities and the County.*

Objective OSRC-14.4: *Reduce greenhouse gas emissions by 25 percent below 1990 levels by 2015.*

Objective CT-1.4: *Where alternate modes of travel are available, reduce the need for future automobile use by a combination of improvements and incentives that favor alternate modes over automobile use.*

Objective CT-1.5: *Reduce greenhouse gas emissions by minimizing future increase in VMT.*

Objective CT-2.9: *Develop bicycle and pedestrian facilities in urban communities in order to promote cycling and walking as transportation modes to connect neighborhoods and community services.*

Policy LU-11a: *Encourage reduction in greenhouse gas emissions, including alternatives to use of gas-powered vehicles. Such alternatives include public transit, alternatively fueled vehicles, bicycle and pedestrian routes, and bicycle and pedestrian friendly development design.*

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Policy CT-2w: *In unincorporated communities, provide for pedestrian, bicycle, and other alternative transportation mode connections among commercial, service, public (such as schools, libraries, etc.), and transit uses where compatible with community character and consistent with the Vehicle Code.*

; and

Whereas, The 2010 Bicycle and Pedestrian Plan and incorporation of the Plan's goal, objectives, and policies into the Sonoma County General Plan would serve to carry out mitigation measures identified in the Sonoma County General Plan 2020 EIR; and

Whereas, the goal, objectives, and policies of the 2010 Bicycle and Pedestrian Plan are consistent with the plans, policies, requirements and standards of the Sonoma County Local Coastal Program, and is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act (commencing with Section 30200); and

Whereas, the Sonoma County Transportation Authority conducted four public workshops in September of 2007 throughout the County to solicit public input on an update to the 1997 Bikeways Plan; and

Whereas, the Sonoma County Bicycle and Pedestrian Advisory Committee, under authority of Resolution No. 93-0136, conducted a series of 15 public meetings from 2008-2009 to solicit additional public input and prepared a draft of the Sonoma County Bicycle and Pedestrian Plan that incorporates input received from Sonoma County cities, state agencies, adjoining counties, various County departments, and the public during these meetings; and

Whereas, a Negative Declaration was prepared and posted on May 15, 2010 for the project in accordance with the appropriate law and guidelines; and

Whereas, the Sonoma County Parks and Recreation Advisory Commission reviewed the 2010 Bicycle and Pedestrian Plan at its regularly scheduled May 17, 2010 and recommended its adoption with a 5-0 vote; and

Whereas, the Planning Commission, at its regularly scheduled meeting on July 1, 2010, recommended with a 5-0 vote that the Board of Supervisors adopt a Negative Declaration and 2010 Bicycle and Pedestrian Plan and approve the proposed amendments to the Circulation and Transit and Open Space and Resource Conservation Elements of the Sonoma County General Plan.; and

Whereas, development of a safe, convenient and comprehensive transportation network is an essential element in the overall strategy to meet greenhouse gas reduction goals established by Objective OSRC-14.4; and

2010 Sonoma County Bicycle and Pedestrian Plan

Whereas, the amendments of the General Plan Circulation and Transit Element will bring the Sonoma County General Plan into compliance with provisions of the Complete Streets Act of 2008, which requires the Circulation and Transit Element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways; and

Whereas, adoption of the 2010 Bicycle and Pedestrian Plan allows Sonoma County to remain eligible for state and federal funding related to improvement of bicycle and pedestrian facilities; and

Whereas, in accordance with the provisions of law, the Board held a public hearing on August 24, 2010, at which time all interested persons were given an opportunity to be heard on the Proposed Project; and

Whereas, the amendments of the General Plan Circulation and Transit Element and the Open Space and Resource Conservation Element are the first amendments to these elements for 2010.

Now, Therefore, Be It Resolved, that the Board of Supervisors certifies that the Negative Declaration has been completed, reviewed and considered, together with comments received during the public review process, in compliance with CEQA and State and County CEQA Guidelines, and finds that the Negative Declaration reflects the independent judgment of the Board of Supervisors.

Be It Further Resolved that the Board of Supervisors makes the following findings:

1. The 2010 Bicycle and Pedestrian Plan and incorporation of the Plan's goal, objectives, and policies into the Sonoma County General Plan is internally consistent with the goals, objectives and policies of the General Plan, including Goal CT-1, Objectives OSRC-14.4, CT-1.4, CT-1.5, and CT-2.9, and Policies LU-11a and CT-2w.
2. The 2010 Bicycle and Pedestrian Plan and incorporation of the Plan's goal, objectives, and policies into the Sonoma County General Plan would serve to carry out mitigation measures identified in the Sonoma County General Plan 2020 EIR.
3. The 2010 Bicycle and Pedestrian Plan is consistent with the plans, policies, requirements and standards of the Sonoma County Local Coastal Program, and is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act (commencing with Section 30200).
4. The recommended amendments to the General Plan Circulation and Transit and Open Space and Resource Conservation Elements are internally consistent with other elements of the General Plan and brings the Sonoma County General Plan into compliance with the provisions of the Complete Streets Act of 2008.

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5. Development of a safe, convenient bicycle and pedestrian transportation network that provides a viable alternative to motorized travel is a necessary component of an overall strategy for Sonoma County to reduce greenhouse gas emissions as required by the Global Warming Solutions Act of 2006 (AB32) and SB375.

6. The 2010 Bicycle and Pedestrian Plan maintains the County's eligibility for local, state and federal funding of bicycle and pedestrian improvements.

7. Adoption of 2010 Bicycle and Pedestrian Plan and related amendments to the Sonoma County General Plan are program level projects and will not result in any direct environmental impacts. Impacts related to the updates of the Sonoma County Bicycle and Pedestrian Plan have already been considered and addressed as part of the Sonoma County General Plan 2020 EIR. Development of bicycle and pedestrian facilities will be subject to further environmental review, with impacts and potential mitigation measure to be identified at the project level.

Be It Further Resolved that the Board of Supervisors hereby adopts the Negative Declaration, adopts the 2010 Bicycle and Pedestrian Plan, and amends the General Plan to incorporate the changes as outlined in Attachments D through G on file with the clerk as attachments to the Board memo.

Be It Further Resolved that the Board of Supervisors designates the Clerk of the Board as the custodian of the documents and other material which constitute the record of proceedings upon which the decision herein is based. These documents may be found at the office of the Clerk of the Board, 575 Administration Drive, Room 100-A, Santa Rosa, California 95403.

Supervisors:

Kerns: Aye Zane: Aye Kelley: Aye Carrillo: Aye Brown: Aye

Ayes: 5 Noes: 0 Absent: 0 Abstain: 0

So Ordered.